

China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/5 5/16.



GLASSES

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HONG KONG, THURSDAY, MARCH 6, 1930.

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WORKERS OF THE WORLD INTERNATIONAL UN-EMPLOYED DAY TO FIGHT HUNGER POLICE READY FOR ANGRY SCENES

Athens, Yesterday.
Communist agents have distributed manifestos inviting workmen to assemble in the Town Hall tomorrow (International Unemployed Day) to demand higher wages, and to endeavour to establish a Labour Government.

Berlin, Yesterday.
The whole of the police force has been mobilised to deal with possible disturbances to-morrow—the international fighting day against unemployment and hunger. "The Rote Fahne" publishes a proclamation of Communist executives in Russia, Germany and Great Britain, summoning the workers to demonstrate.

Invitation To Archbishop
Stockholm, Yesterday.
A remarkable feature of the Communist demonstrations to-morrow is that the anti-Moscow section has invited the Archbishop of Upsala to attend the meeting and discuss the anti-religious policy of the Soviets. The police have authorised three open air meetings for Moscow Communists, but have prohibited demonstrations in the street.

Meetings Banned
Paris, Yesterday.
M. Tardieu has instructed the police to ensure peace at to-morrow's communist demonstrations. Street meetings have been banned and taxi-drivers may forfeit their licences if they carry out their threat to strike.

New York, Yesterday.
Governor Whelan has warned women and children to avoid a communist demonstration. He will himself take charge of the police arrangements.

Demonstrations in America
Commissioner Whelan, head of the New York Police, has instructed the Police to carry out a policy of "free speech but no riots" as regards the Communists, who have announced their intention of organising a series of unemployment demonstrations, beginning to-morrow, and culminating in a mass convention at Chicago, to deal with the question of permanent organisation.
The Russian Socialist, Raphael Abramovitch, says the demonstrations in the United States and elsewhere in the world are planned by Stalin, "to bolster up the fallen prestige of communism" outside Russia.—Reuter's American Service.

THREE MILLION OUT OF WORK

SERIOUS POSITION IN THE UNITED STATES

PRESIDENT'S SCHEMES

Washington, Yesterday.
The White House denies reports that President Hoover is calling an unemployment conference. It is stated that every department of the Government is doing its utmost to speed up construction and relieve unemployment. It is felt that Congress is largely blame-worthy if the 3,000,000 unemployed remain jobless.

It transpires that President Hoover agrees with the statement of Mr. Davis, Secretary of Labour, that the delay in passing the tariff legislation is more responsible for the creation of unemployment than any other factor, while the House of Representatives have taken no action in regard to public building schemes which President Hoover expects will provide employment for many of the workless.—Reuter's American Service.

PRICE OF TIN FALLS

Rugby, Yesterday.
The price of tin to-day fell to \$162-16-3 per ton, which is the lowest price since September, 1929. The increase in visible supplies of the metal, recorded at the end of February and the continuation of production in response to the demand, decline.—British Service.

ANNUAL FLOWER SHOW BOWER OF BEAUTY IN CITY HALL SOME FINE EXHIBITS

The City Hall was transformed into a veritable bower of beauty this morning when entries in the floral classes at the Horticultural Society's annual Show began to arrive.
Entries were most gratifying, especially in the classes for plants in pots, and almost all the ground space was taken up. There were in all 145 classes, covering a wide variety of plants, flowers, and vegetables, and including nine special classes for general exhibits, open to all.

Besides this, Mr. Ho Kom-tong had a striking exhibit—not for competition—of flowers and vegetables grown by him from seeds supplied by Yates and Co., of Sydney. The exhibit was most artistically arranged, and called forth much admiration.
The classes in the Open Section, for carnations and sweet peas drew a heavy entry, some of the blooms being of a very high standard.

Early Winners
In the General Exhibits Section there were some outstanding entries in the Class devoted to one vase of cut flowers, to be judged for decorative effect. Mr. L. J. Davies had a fine exhibit of Phlox Drummondii, in the Peak Pot Plants Section, which took first prize in class 51, and was much admired. Indeed, considering the vagaries of the weather recently, the exhibits reached a high standard.

Major-General Sandilands took first prize in Section 1, Class 5, for three pots of annuals or plants raised from seed the same season. Mrs. Ho Kom-tong being a close second. Mr. Taggart, Major-General Sandilands, Mrs. Ho Kom-tong, and Mr. L. J. Davies were amongst the earlier prize-winners, whilst Mrs. Ho Fook carried off the Challenge Cup for Section 1 with a fine exhibit of Stocks. In Section 4, Vegetables, Peak Gardens only, Mr. L. J. Davies took the Challenge cup with his exhibit of Leeks in Class 102. He also had a fine exhibit in the class for a collection of vegetables, which took first, Mr. R. M. Dyer being second. Mr. Davies took no less than eight firsts and four seconds in this section alone, besides his successes in the others.

Lady Ho Tung took the Challenge Cup in Section 3, Vegetables—Open; and the Cup for Cut Flowers—Open, went to Mr. C. Potts, who showed some exquisite carnations. There was no award made this year in the Cut Flowers (Peak Section).

Mr. R. E. Macdougall took the Challenge Cup in Section 2.
The first prize for one vase of Cut Flowers in the General Exhibits Section went to an exhibit by Mrs. A. C. Hynes, and that for a basket of Cut Flowers for children under 10 years, set up by the exhibitor without aid, to Margaret E. Hoare, aged seven years.

The staging of the Show at the City Hall met with general approval, the arrangements made being in every sense efficient.

The Officials
Officials of the Society, who assisted in the organisation of the Show, were Mrs. R. M. Dyer (President), Mrs. R. E. Hoare, Lieut.-Colonel T. A. Robertson, Messrs. J. T. Bagram, J. P. Robinson, H. Green (of the Botanical Department), H. B. L. Dowbiggin, F. W. Stapleton, Ho Kom-tong and Ho Leung, together with Messrs. J. A. H. Plummer, and A. T. (Joint Secretaries).
Mrs. Southorn is to distribute the awards at 5.30 p.m. The Championship. Cups had not been adjudged up to the time of going to Press.

Judges for the exhibits were Mrs. Hoare, Mrs. Danby, Lieut.-Colonel T. A. Robertson, and Messrs. H. B. L. Dowbiggin, J. P. Robinson, and H. Green.

JUNK IN COLLISION

A collision between a junk and the Japanese s.s. Tanga Maru has been reported to the Police. The collision occurred at 11.15 a.m. on Monday near Waglan. The junk was en route to Hong Kong, and the s.s. Tanga Maru was en route to Shanghai. The collision resulted in the sinking of the junk, and the s.s. Tanga Maru was damaged.

CHINESE IN MALAYA SIR C. CLEMENTI AND KUOMINTANG ACTION QUERIED DISCUSSION IN HOUSE OF COMMONS

London, Yesterday.
In the House of Commons to-day Commander Kenworthy (Lab.) asked why the Kuomintang had been proscribed in British territories in Malaya, seeing that His Majesty's Government, in their diplomatic relationship with the Government of China, supported the Kuomintang in China, and whether other, non-British residents of Malaya would be prevented from engaging in political activities connected with the parties in their own countries.

Dr. Drummond Shiels replied that the Kuomintang had not been accorded registration or other recognition as a lawful society in Malaya, but it had not been found necessary to take active steps for its suppression. The Secretary of State, was telegraphically corresponding with the Governor, Sir Cecil Clementi, in regard to his reasons recently for taking such steps.

Commander Kenworthy pointed out that the 800,000 Chinese citizens in Malaya were the most valuable section of the community. Dr. Shiels replied: "that is recognised."—Reuter.

PRINCE OF WALES NOW QUITE FIT

CONCERNED FOR REPUTATION OF KENYA

HUNTING TRIP RESUMED

Rugby, Yesterday.
Messages from Nairobi, Kenya, state that it is understood that no further bulletins regarding the Prince of Wales will be issued. It is anticipated that he will be completely fit again in a few days. His rapid recovery indicates the mildness of the attack of malaria, and he has decided to carry on with his plans. The Prince himself and all East Africans are concerned for the reputation of Kenya, which may have suffered through the reports of his illness. The high lands of Kenya form one of the healthiest and most promising parts of the Empire in Africa.

The Prince expects to leave for Uganda on Sunday. He will travel by a special train to Tororo and thence by motor car to Entebbe. After a day's stay at Government House there, he will on Wednesday motor to Butaba, on Lake Albert, where he will board the lake steamer. The steamer will be used as a base for hunting around the lake. It is expected that the Prince will reach Khartum on the homeward journey towards the middle of April.—British Wireless Service.

COMPOSING WORLD'S QUARRELS

PACIFIC REGULATION OF DISPUTES APPROVED

HOLLAND AND BORNEO

The Hague, Yesterday.
The Second Chamber to-day passed a Bill for the adhesion of the Netherlands to sections one and four of the General Act in regard to the Pacific regulation of international disputes, as established by the ninth Assembly of the League on September 9, 1928, and also the Bill approving the British and Dutch treaty concluded at The Hague on February 28, 1928, defining the part of the frontier between Dutch Borneo and Sarawak.—Reuter.

Mr. William Morris, the British ambassador at Washington, has been reported to have been in the United States for some time, and is expected to return to London soon.

CASE SETTLED IN COMMOTION AMUSING INCIDENT IN SUMMARY COURT CORK WOOD DEAL

A funny incident occurred during the sitting of the Summary Court this morning. Mr. G. S. Hugh Jones and Mr. R. A. Wadson were engaged in a case between the Yee Woo Shun Kee firm and Messrs. P. M. Pinquet & Co. His Honour the Fuisne Judge (Mr. Justice J. R. Wood) sent his clerk out to enquire if the solicitors were prepared to go on with the case and, on receiving a reply in the affirmative, His Honour came on the Bench.
Mr. Wadson, who appeared for the plaintiff firm, began to outline his case, and when he was about half way through a commotion was heard in the corridor.

A Novel Settlement
His Honour sent his clerk out to stop the noise, when the plaintiff came

STOP PRESS

London, Yesterday.
The death has occurred of Viscount Gladstone.

Mrs. Pearl Demaret, a typist attached to the American Naval delegation, fell from a window of the Mayfair Hotel early this morning. She was removed to hospital, where she is in a critical condition. She is 30 years of age.—Reuter.

Washington, Yesterday.
President Hoover has asked Congress to grant \$150,000 to meet the expenses of the Naval Delegation in London, in addition to the \$200,000 originally voted.—Reuter's American Service.

dashing in and told Mr. Wadson that the case had just been settled.
Addressing his Honour, Mr. Wadson laughingly said that the commotion which the Court had just heard had settled the case, and with his Honour's permission they would like to withdraw.

His Honour laughingly replied that that was a good way of settling a case. Excessive Weight

Mr. Wadson then vouchsafed the information that the defendant firm had agreed to pay \$100 to the plaintiff firm in settlement and that both parties were to pay their own costs.
The plaintiffs' claim against Messrs. Pinquet & Co. was for the refund of \$466.78, representing money paid under protest to the defendants for the excessive weight of cork wood purchased from the defendants under a contract dated August 9, 1928. The quantity contracted for was five tons at 17 1/2 cents per pound.

DRIZZLE

To-day's weather report from the Royal Observatory states: The anti-cyclone has strengthened and is central over South Manchuria.

The position of the depression is uncertain.

Fresh to strong monsoon prevails along the south eastern coast of China and over the north China Sea.

Forecast:—North winds; fresh; overcast with drizzle at first, improving later.

RAINFALL

Rainfall to 10 a.m. to-day, 0.74 inch. Rainfall since January 1, 4.85 inches, against an average of 3.47 inches.
Temperature and Humidity
The temperature and humidity at certain specified centres this morning at 6 o'clock were:

	Temp.	Humid.
Hong Kong	53	82
Macao	46	89
Pratas Island	70	91
Manila	66	88
Amoy	62	93
Swatow	60	93
Chefoo	28	88
Shanghai	43	97

EVADED DUTY ON WINE

Detective-Sergeant Poynts, at the Kowloon Magistrate's court, produced before Mr. Justice Smith, a Chinaman, who was charged with not paying duty on 48 bottles of wine.
The defendant claimed that the bottles were his, but not the wine and four jars of Chinese wine.
The four jars were found under the table outside the defendant's booth. The bottles were found under the table. The defendant was fined \$100 and costs.

LADY SIMON REBUKED NO CHILD SLAVERY IN CEYLON ONLY ADOPTION COLONIAL OFFICE TO ENQUIRE

London, Yesterday.
In the House of Lords to-day Lord Templeton asked what steps the Government were taking to stop the alleged child slavery in Ceylon.

Lord Passfield replied that there was no foundation for the suggestion that any system of child slavery existed in Ceylon.

Used as Servants
Lord Passfield added that the traditional practice of well-to-do Cingalese of adopting poor children was formerly unobjectionable, but latterly it had been used as a means of obtaining domestic servants gratis.

The Ceylon Government were spontaneously introducing a Bill of Legislation with a view to stopping the abuses, and a Child Protection Society has recently been formed in Colombo.

Lord Passfield added that no abuses were found to exist on plantations. The Colonial Office intended to watch the matter.
Replying to Lord Olivier, Lord Passfield promised to enquire whether a similar system existed in other colonies.—Reuter.

STORM HORRORS OF FRENCH FLOODS

CEMETERIES SCOOPED OUT AND BODIES SWEEP AWAY

APPALLING DESOLATION

Toulouse, Yesterday.
Seventy coffins have been ordered by the Prefect of Tarnet Garonne, in the grim circumstance, of the floods subsiding and the waters revealing the appalling desolation of ruined houses, compelling people to return to improvised shelters. The Town of Villemur is one mass of heaped masonry, and the Town of Reynes is almost totally destroyed. Fourteen dead's were caused by the torrents which descended on the Carcassonne area and scooped out cemeteries and carried the coffins down the river.—Reuter.

Vote from Parliament

Paris, Yesterday.
The Council of Ministers has decided to ask Parliament to vote thirty million francs for the relief of sufferers from the floods.
A moratorium for debts will immediately be established in the devastated departments.—Reuter.

300 Perished Feared

Toulouse, Later.
It is now feared that at least 300 have perished in the floods. Over 1,000 buildings have collapsed and scores of bodies are buried in the ruins, one hundred and fifty people were killed in Montauban alone. Rescue parties, aided by aeroplanes are working heroically to save the marooned victims.—Reuter.

A HEALTHIER CHINA NEEDED

LEAGUE APPEALS FOR HER CO-OPERATION

SANITATION OF PORTS

Geneva, Yesterday.
The Health Committee of the League discussed the question of collaboration between the Chinese Government and the Health Organisation of the League. The Directorate of Health section submitted the results of a three-months' mission in China to the end of 1929, and a request to the Chinese Government to investigate the sanitation of ports, maritime and quarantine.

Dr. Woo Kai-sen returned thanks on behalf of the Chinese Minister of Health, regretting his inability to participate in the session of the Committee.
The Committee appointed a sub-committee to examine the proposals of the Chinese Government with a view to collaboration with the health organisation of the League.—Reuter.

GENERAL CHARITIES ORGANISATION EXPENDITURE EXCEEDED INCOME IN 1929 ANNUAL MEETING

The annual meeting of the General Charities Organisation was held in the office of Mr. T. H. King at Police Headquarters, at noon to-day.

Those present were Mr. T. H. King (Chairman), Mrs. McCormack (Hong Kong Benevolent Society), Capt. T. T. Laurensen (E.A.S.M.A.), Mr. J. M. Noronha and Mr. Robert Chao (Society of St. Vincent de Paul), and Mr. C. E. H. Beavis.

On the proposal of the Chairman the Hon. Secretary and Hon. Treasurer's reports, as given below, were taken as read.

Hon. Secretary's Report
The records on the working of the General Charities Organisation for the year 1929 show that sixty cases have been dealt with, an increase of ten over the previous year.

The following is a summary of the cases, and the attached list explains how they were dealt with:—

- 3 Cases (Europeans) sent out of the Colony by Government assistance.
- 6 Cases (Europeans) by British Legion, E.A.S.M.A., Society of St. George.
- 18 Cases dealt with by Benevolent Society.
- 8 Cases dealt with by St. Vincent de Paul.
- 8 Cases (Indians and Malays) repatriated by Police Department.
- 1 Case shipped by American Consul.
- 1 Case sent away by Spanish Consul.
- 1 Case found employment with Telephone Co.
- 1 Case (European) sent home by St. Andrew's Society.
- 9 Cases assisted with Board and Lodging by G.C.O.
- 1 Case (European family) sent home by Benevolent Society and Masonic Fraternity.
- 7 Cases Unable to assist, considered underserving.
- 2 Cases applied for relief, and did not return.

Total 60.
From the Hon. Treasurer's report it will be seen that the financial assistance rendered from the G.C.O. funds was \$302.80 in excess of the previous year, although the income from subscriptions was considerably less.

The E.A.S.M.A. were unfortunately unable to make their annual subscription, but came forward and assisted in several cases when asked to do so.
Two British families were assisted home to Britain, and various other British subjects to various parts of the Empire.

Quite a number of Malays and Indians applied for assistance, but as this was not considered in the province of the Societies they were referred to the Police Department for repatriation.

Hon. Treasurer's Report

Dealing with the income, this was short of 1928 by \$300 due to the fact that the Women's Guild and M.C.L. were only able to contribute \$250, in place of \$500 for 1928, the Benevolent Society reduced their donation by \$50, and the E.A.S.M.A. discontinued their donation of \$100. On the other hand, both the Society of St. Vincent de Paul and the Jewish Benevolent Society paid their full contribution to \$100 each—the result for the year being a net decrease of \$300 under the heading of contributions received. Bank interest produced \$17.67 or \$4.43 less than the previous year. The total income was, therefore, \$1,217.67, which was \$304.43 less than last year.

Turning to the expenditure, assistance rendered amounted for \$818.50, which was \$502.80 more than the previous year. The stenographer's salary was also up by \$275, and petty expenses increased by \$17.60. On the whole, therefore, whilst 1929 showed a surplus of \$575.15, 1928 produced a deficit of \$324.83, and the Hon. Treasurer was able to meet this out of accumulated surpluses of previous years lying in the bank at \$866.16, so that at the close of 1929 the reduced surplus account in the bank amounted to \$581.28.

A Lucky Surplus

Referring to the balance sheet, Mr. King pointed out that expenditure exceeded income by \$300. This, he said, was due to two causes. First, one of the contributing societies had had to reduce its contribution, and another was unable to send anything. Fortunately the G.C.O. had a surplus in hand with which they were able to wipe out the excess in expenditure and still have a balance in hand.

The second cause of the excess of expenditure was increased grants in cases which had been reported to the Hon. Secretary. In this connection Mr. King emphasised that the G.C.O. was not an organisation for the granting of assistance, but for the purpose of giving confidential reports to individuals about cases applying for relief, and thus protect the com-

STUDENTS' STRIKE PARENTS JOIN THE RIOTERS "REDS" DROP OUT AUTHORITIES KNOW NOT WHAT TO DO

Manila, Yesterday.

Police school officials and the Philippine Islands authorities were unable to check the strangest school rebellion ever recorded yesterday, when the parents of 6,800 High School pupils on strike joined their sons and daughters and members of the City Council in deciding to appeal to Governor General Davis and Senator Manuel Quezon, Senate President, to grant their demands.

They are asking for the dismissal of Senator Alejandro Albert, acting Secretary of Public Instruction, and Mr. Luther Bewley, Director of Education and one High School principal, and the reinstatement of four expelled student strikers.

Nineteen students have been arrested so far on charges ranging from disturbing the peace to resisting arrest and carrying concealed weapons.
Another student was knifed, though not seriously, and one young girl was maltreated in front of the High School, where she was attempting to attend the classes. She was kissed, hugged and slapped and several of the other students were bruised in the general melee with the police in front of West High School.

The Communists have dropped out of public sight. Apparently they are frightened of publicity in the newspapers, which largely give details of their propaganda activities. The authorities are silent, but are seeking means to stem the disgraceful tide of juvenile sentiment.—Reuter.

NATIVE RIOTS IN CAPETOWN

ATTEMPT TO FORCE ENTRY INTO THE ASSEMBLY

POLICE CHARGE RIOTERS

Capetown, Yesterday.
Several police and natives were injured in a conflict outside the House of Parliament on the occasion of a native demonstration in protest against the Riotous Assemblies Bill, introduced by Mr. Pirow, Minister of Justice, on the ground that drastic powers were necessary, owing to the great increase of Bolshevist propaganda among the natives.

A large crowd of the public gathered "to see the fun," and the natives attempted to force an entrance into the Assembly and interview General Hertzog. Mr. Justice Pirow received a volley of bottles, stones and pieces of wood, and the police charged with their batons. Police reinforcements then swarmed out from the basement of the Assembly and ended the affair.—Reuter.

WARRANT FOR BANK CLERK

A warrant has been issued for the arrest of a Chinese named Kwok Szolol, alias Kwok Chung-luen, of 12, Arbutnot Road and employed as a clerk of the Sui Kap Bank, of 169, Queen's Road Central. The charge against him is that of "intent to defraud his creditors," contrary to the Bankruptcy Ordinance.

TERRIER BITES GIRL

A fox terrier belonging to Mr. W. A. Weight, of 456, The Peak, was yesterday removed to Kennedy Town for observation, after it had bitten Mr. Weight's daughter. The girl was treated by Dr. Smalley at the Victoria Hospital, and the report of her injuries stated that there is no suspicion of rabies.

munity against the fraudulent and underserving beggar.

Mr. King then proposed the adoption of the reports and accounts.

Capt. Laurensen seconded, and the motion was carried.

Votes of thanks were passed to Capt. F. Baylis, Mr. Gubbay and Mr. T. A. Martin for their services.

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sell on liberal commissions novel,
effective and attractive Portable Neon
window display signs with interchangeable
words. Wonderful advertising
medium! Sells on sight! Cost within
reach of all. Also to canvass for other
Neon signs. Apply to China Neon-
lite Company, 68 Queen's Road Cen-
tral.

POSITION WANTED

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family in Macedonia on March 1
would like to get in touch with lady
who needs help on voyage with chil-
dren. Apply Telephone Kowloon 1399.

FOR SALE

FOR SALE.—Armstrong-Siddeley
Enton Special Saloon, Late 1928
Model, 20 h.p., 6-cylinder. In Ex-
cellent condition. Apply Box No. 640,
c/o "China Mail."

FOR SALE.—Banjo. "Clifford Es-
sex" G. Genuine Autographed Model.
Unused. Original Nichols painting
on Vellum. Cost \$125. Sell \$80 or
offer with Case and Tutor. Apply
Box No. 637, c/o "China Mail."

TO LET

TO LET.—No. 5, Dragon Terrace,
Causeway Bay, 1st, 2nd and 3rd
floors. Each flat has three bedrooms,
dining room, servants' quarters, kit-
chen, bath room, and water closets.
Suitable for Europeans. Apply Clark
& Lu, 10, Des Voeux Road C.

GODOWN TO LET.

A GODOWN at Whitfield Road con-
sisting about 2,500 sq. ft. next to
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Please apply to Kwong Sang Hong,
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MISS GERTRUDE TURNER
(National Froebel Higher
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MISCELLANEOUS

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Hong Kong.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK

The following unclaimed tele-
grams are lying at the office of the
Great Northern Telegraph Com-
pany (Limited) of Denmark:—
Cement, from Kobe.
Makarin, Seamen's Institute,
from Shanghai.

E. V. JESSEN,
Superintendent.
Hong Kong, March 5, 1930.

PUBLIC AUCTIONS.

PARTICULARS & CONDITIONS
of the Sale by Public Auction
to be held on MONDAY, the
10th day of March, 1930, at
3 p.m., at the Offices of the
Public Works Department, by
Order of His Excellency the Gov-
ernor, of one Lot of Crown Land
at Wong Nei Chung, in the Colony
of Hong Kong, for a term of 75
years, with the option of renewal
at a Crown Rent to be fixed by the
Surveyor of His Majesty the King,
for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Acres	Annual Rental
1	As per plan, 5,500	21	18,125



PARTICULARS & CONDITIONS
of the Sale by Public Auction
to be held on MONDAY, the
10th day of March, 1930, at
3 p.m., at the Offices of the
Public Works Department, by
Order of His Excellency the Gov-
ernor, of one Lot of Crown Land
near Prince Edward Road,
Kowloon, in the Colony of
Hong Kong, for a term of 75
years, with the option of renewal
at a Crown Rent to be fixed by the
Surveyor of His Majesty the King,
for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Acres	Annual Rental
1	As per plan, 7,500	52	3,750



PARTICULARS & CONDITIONS
of the Sale by Public Auction
to be held on MONDAY, the
10th day of March, 1930, at
3 p.m., at the Offices of the
Public Works Department, by
Order of His Excellency the Gov-
ernor, of one Lot of Crown Land
at Shamshuipo, in the Colony
of Hong Kong, for a term of 75
years, with the option of renewal
at a Crown Rent to be fixed by the
Surveyor of His Majesty the King,
for one further term of 24 years
less three days.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Acres	Annual Rental
1	As per plan, 5,000	34	1,415



PARTICULARS & CONDITIONS
of the Sale by Public Auction
to be held on MONDAY, the
10th day of March, 1930, at
3 p.m., at the Offices of the
Public Works Department, by
Order of His Excellency the Gov-
ernor, of one Lot of Crown Land
at Shamshuipo, in the Colony
of Hong Kong, for a term of
75 years, commencing from
1st July, 1898 with the option of
renewal at a Crown Rent to be fixed
by the Surveyor of His Majesty
the King, for one further term of
24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Acres	Annual Rental
1	As per plan, 5,500	15	9,000

NOTICES.**PUBLIC WORKS DEPARTMENT.**

NO. S. 81.—IT IS HEREBY NOTIFIED that SEALED TENDERS
in Triplicate, which should be clearly marked "TEN-
DER FOR QUARRY," will be received at the Colonial Secretary's
Office until Noon of MONDAY, the 17th day of March, 1930, for
the occupation for a period ending 31st December, 1931, from the
date of notification of acceptance of tender, of any or either of
the pieces or parcels of ground referred to in the schedule here-
under, shown coloured red on plan signed by the Director of
Public Works and dated 21st February, 1930, but, subject to cer-
tain conditions which can be ascertained at the office of the Direc-
tor of Public Works.

Each tender must be accompanied by a receipt to the effect
that Tenderer has deposited in the Colonial Treasury a sum of
\$100 in respect of any quarry as a pledge of the bona fides of his
offer, which sum shall be forfeited to the Crown, if the Tenderer
refuses to carry out his tender and comply with the conditions,
should the tender be accepted.

Form of tender and further particulars can be obtained from
the office of the Director of Public Works.

The Government does not bind itself to accept the highest or
any tender.

SCHEDULE REFERRED TO ABOVE

Quarry No.	Locality.	Approximate Area in Acres.	Upset Annual Fee.
Kowloon No. 12	Tai Kok Tsui	1.40	\$450
Kowloon No. 13	"	1.10	\$700
Kowloon No. 14	"	1.70	\$575

HAROLD T. CREASY,
Director of Public Works.

28th February, 1930.

LAMMERT BROS.

**AUCTIONEERS, APPRAISERS
AND SURVEYORS.**

Public Auctions

THE Undersigned have received
instructions to sell by Public
Auction

ON
FRIDAY, March 7, 1930,
commencing at 10.30 a.m.,
at Sailors' Home (West Point).

A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE.**

Comprising:—
Iron Beds, Tables, Chairs, Side-
boards, Dressing Tables, Benches,
Pictures, Cooking Stoves, etc.

A Quantity of Porcelain Wash
Basins, One Piano, One Hot
Water System,
and
One Billiard Table.

On View from Thursday, March
6, 1930.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hong Kong, March 5, 1930.

THE Undersigned have received
instructions to sell by Public
Auction

ON
FRIDAY, March 7, 1930,
commencing at 2.30 p.m.,
at Sailors' Home (West Point)
Superintendent's Quarter.

A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE.**

On View from Thursday, March
6, 1930.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hong Kong, March 5, 1930.

THE Undersigned have received
instructions to sell by Public
Auction

ON
FRIDAY, March 7, 1930,
commencing at 5.15 p.m.,
at their Sales Room,
Duddell Street.

A Collection of Valuable
POSTAGE STAMPS

On View from Wednesday,
March 5, 1930.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hong Kong, March 3, 1930.

YOU

**ARE INVITED TO INSPECT OUR
STOCK OF
ASIATIC, FOREIGN AND
COLONIAL
POSTAGE STAMP
IN SETS, SINGLE PACKETS,
BAGS and in APPROVAL
SHEETS.**

GRACA & CO.,
Dealers in Postage Stamps,
Philatelic Goods, Picture
Postcards, Toys, &c.

10, WYNDHAM STREET,
P.O. Box No. 620. HONG KONG.

TANG YUK, DENTIST
Successor to
the late SIEN TING,
14, D'ARAGUIER STREET.

TERMS VERY MODERATE
Consultation Free.

**THE HONG KONG ELECTRIC
CO., LTD.**

NOTICE IS HEREBY GIVEN
that the FORTY-FIRST OR-
DINARY GENERAL MEETING
will be held at the Company's
Offices, P. & O. Building, on
WEDNESDAY, 12th March, 1930,
at 11 a.m., for the purpose
of presenting the Report of the
Directors together with a State-
ment of Accounts to 31st December,
1929, and electing Directors and
Auditors.

The REGISTER of MEMBERS
of the Company will be CLOSED
from 28th February, 1930 to 12th
March, 1930, both days inclusive,
during which period no Transfer
of Shares can be registered.

By Order of the Board of
Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 19th Feb., 1930.

**THE DAIRY FARM ICE & COLD
STORAGE COMPANY
LIMITED.****NOTICE TO SHAREHOLDERS**

NOTICE IS HEREBY GIVEN
that the THIRTY-FOURTH
ORDINARY YEARLY MEETING
of the SHAREHOLDERS in the
Company will be held at the Com-
pany's Town Office, 2, Lower Al-
bert Road, on FRIDAY, the 14th
March, 1930, at 11 a.m. for the
purpose of receiving the Report
of the Directors together with
Statement of Accounts for the
year ending 31st December, 1929,
declaring a Dividend and re-elect-
ing Directors and Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED from
the 4th to the 14th March, 1930,
both days inclusive.

By Order of the Board of
Directors,
J. D. THOMSON,
Acting Secretary.

Hong Kong, 25th Feb., 1930.

**GREEN ISLAND CEMENT
CO., LTD.**

NOTICE IS HEREBY GIVEN
that the 41ST ORDINARY
ANNUAL MEETING of Share-
holders will be held at the offices
of the Company, St. George's
Building, Chater Road, Victoria,
Hong Kong, on WEDNESDAY, the
19th day of March, 1930, at Noon,
for the purpose of receiving a
Statement of Accounts and the
Report of the Directors for the
year ended 31st December, 1929.

The TRANSFER BOOKS of the
Company will be CLOSED from
SATURDAY, 8th March, 1930 to
WEDNESDAY, 19th March, 1930,
both days inclusive.

By Order of the Board of
Directors,
SHEWAN, TOMES & CO.,
General Managers.

Hong Kong, 20th Feb., 1930.

REALISTIC

The realistic Method is al-
together new—a new way of
winding the hair, from the
ends toward the scalp—a new
wave—softer, smoother and
more natural.

Arrange TO-DAY to have
your Realistic Permanent
Wave—Re-Create
YAYOI BEAUTY PARLOUR
29, Wyndham Street, C.

NOTICES.**HONG KONG JOCKEY CLUB.**

THE FIRST EXTRA RACE
MEETING will be held
(weather permitting) at Happy
Valley on SATURDAY, 8th March,
1930, commencing at 2 p.m.

The first bell will be rung at
1.30 p.m.

MEMBERS' ENCLOSURE

Members are notified that they
and their ladies must wear their
badges prominently displayed.
No one without a badge will be
admitted to the Members' Enclo-
sure.

Badges admitting non-members
to the Members' Enclosure and
Club Rooms at \$5 for Gentlemen
and \$2 for Ladies, are obtainable
through the Secretary upon in-
troduction by a member, such
member to be responsible for pay-
ment of all chits, &c.

Badges admitting to Members'
Enclosure will not be on sale at
the Race Course.

Members can obtain, upon ap-
plication to the Secretary, badges
(limited to two) for the free ad-
mission to the Members' Enclosure
of wives, lady relatives and
friends. Names must be stated
when applying.

On no pretext will children be
permitted in either Enclosure dur-
ing the Meeting.

PUBLIC ENCLOSURE
The price of admission to the
Public Enclosure is \$1 for all
persons including ladies, and is
payable at the Gate.

Soldiers and Sailors in uniform
are admitted half price.
Bookmakers, Tie Men, &c.
will not be permitted to operate
within the precincts of the Hong
Kong Jockey Club during the
Race Meeting.

By Order,
C. B. BROWN,
Secretary.

Hong Kong, 5th March, 1930.

**UNION WATERBOAT COMPANY,
LIMITED.****NOTICE TO SHAREHOLDERS.**

**THE TWENTY FIFTH AN-
NUAL GENERAL MEETING**
of SHAREHOLDERS will be held
in the Offices of Messrs. Dodwell
& Company, Limited, on MON-
DAY, the 10th March, 1930, at 11
a.m., for the purpose of receiving
the report of the General Manag-
ers together with a Statement of
Accounts to 31st December, 1929.

The TRANSFER BOOKS of the
Company will be CLOSED from
the 1st March to 10th March, 1930,
both dates inclusive.

DODWELL & CO., LTD.,
General Managers.
Hong Kong, 13th February, 1930.

**HONGKONG REALTY AND
TRUST COMPANY,
LIMITED.**

(Incorporated under the Companies
Ordinances of Hong Kong.)

NOTICE IS HEREBY GIVEN

that the ORDINARY YEAR-
LY MEETING of Shareholders of
the Hongkong Realty and Trust
Company, Limited, will be held at
the Registered Office of the Com-
pany, Exchange Building (2nd
floor), Des Voeux Road Central,
Hong Kong, on SATURDAY, the
22nd day of March, 1930, at 11.30
a.m., for the purpose of receiving
a Statement of Accounts and the
Report of the Board of Directors
for the Year ended 31st Decem-
ber, 1929, and re-electing Direc-
tors and the Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED from
SATURDAY, the 16th day of
March, 1930, until SATURDAY,
the 22nd day of March, 1930, both
days inclusive.

By Order of the Board,
C. F. V. RIBEIRO,
Acting Secretary.

Hong Kong, 3rd March, 1930.

**THE HONG KONG FIRE
INSURANCE COMPANY,
LIMITED.****NOTICE TO SHAREHOLDERS.**

**THE SIXTY-FIRST ORDINARY
GENERAL MEETING** of
Shareholders will be held at the
Offices of the Undersigned on
WEDNESDAY, the 26th March,
1930, at Noon, for the purpose
of receiving the Report of the Gen-
eral Managers, together with a
Statement of Accounts for the
year ended the 31st December,
1929.

The SHARE REGISTER and
TRANSFER BOOKS will be
CLOSED from the 12th to the
26th March, 1930, both days in-
clusive.

JARDINE, MATHESON &
CO., LTD.,
General Managers.
THE HONG KONG FIRE
INSURANCE CO., LTD.

Hong Kong, 5th March, 1930.

**LARGE STOCK OF
WINTER GOODS
AT EXCEPTIONAL PRICES.**

**SWEATERS
Woollen Waistcoats & Vests.**

FELT HATS From \$5.00 up.
CAPS From \$1.00.
NECKTIES In all Colours & Designs.
GOLF HOSE \$1.50 per pair.

THE BAKILLY CO., LTD.

153-155 Des Voeux Road Central.

**GERMANY'S RETURN
TO SEA POWER****FACTS AND FIGURES OF HER
MERCHANT SHIPPING FOR 1929****A NEW REGISTER**

The rapid return to maritime power
on the part of Germany is nowhere
more definitely shown than in the just
issued Germanischer Lloyd Inter-
nationales Register, 1930 (price £3
10s.) with supplements: London
Agents:—Messrs. Stelp and Leighton,
Ltd., Fenchurch Buildings, E.C.3.

This is a very well compiled, complete
list of all ships in the German mer-
chant fleet, with a few foreign vessels
registered by the German society.
The last are from Brazil, Holland,
Argentina, Russia, Denmark, and
Spain; amongst the British ships is
the White Star liner Arabis, of Liver-
pool.

This register consists of two parts.
The first part contains the lists of the
surveyors and agents of the society at
home and abroad, the technical sur-
veyors of the See-Berufsgenossenschaft
and the subscribers of the register.
Separate other lists contain: German
and foreign shipowning firms, alphabet-
ically arranged, together with their
vessels and gross register tonnage.

German shipowning firms according to
the ports of registry of their vessels,
telegraphic addresses of the surveyors
and agents of the Germanischer Lloyd,
of German shipowners, shipyards, and
the subscribers of the register as well
as codes employed; German shipyards,
ships for repair purposes, floating
docks, graving docks, the members
of the International-Transport-Ver-
kehrs-Verband, and the agents and
sub-agents of the marine insurance as-
sociation.

The second part consists of the regis-
ter of the vessels, divided into steam-
ers, motor vessels, sailing vessels with
and without motors and barges. Over
4,000 are specified. Annexed to this
is a register of classified inland vessels.
Beside the names of these three kinds
of vessels there is note as to the section
in which closer particulars of the
vessels concerned are given.

In the rest of the volume one notices
the following lists:—Vessels whose
names have been changed; German
vessels with refrigerating plants for
cargo and provisions; German vessels
with appliances for smothering a fire
by means of gas; steamers with oil fuel
plants; vessels with direction finders;
vessels the floatability of which has
been proved on account of the arrange-
ment of their bulkheads and draft, bur-
den, contents of the holds for grain
and motor vessels above 500 gross re-
gister tons.

Monthly supplements are issued to
this register which contain all the ad-
ditional new buildings, purchases and
sales, alteration of names, all new ton-
nage, surveys and repairs of vessels,
as well as the more important altera-
tions in the lists. Besides this the sub-
scribers of the register receive free of
charge a list of the vessels completed
in Germany during the year 1929, and
also those still being built at the close
of the year, a monthly statistical table
of the accidents at sea, and a monthly
list of orders for new constructions
launched, and sales of vessels. The
statistical table of accidents at sea con-

tain all total losses and damage of
vessels of more than 100 gross register
tons.
Unlike the registers from the British
and French societies, this volume does
not cover world shipping. But it has
the advantage of being printed in both
English and German, and in a very
handy form for the library shelf.

EMPIRE PROSPERITY

Sir Robert Hadfield, the steel manu-
facturer, in Quality, the journal of the
Sheffield Chamber of Commerce
writes:—

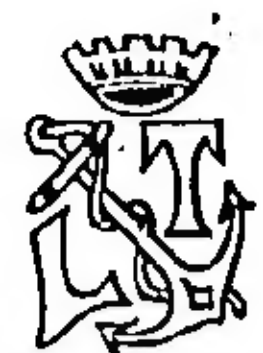
Some measures of Empire dis-
integration will almost certainly oc-
cur in the near future unless a
greater measure of economic unity
and co-operation can be attained
throughout the Empire Com-
monwealth of Nations.

Disintegration would involve dis-
astrous losses, whereas co-operative
development offers the certainty of
increased prosperity.

RETAIN IMPORT DUTIES

Bradford Chamber of Commerce has
passed a resolution supporting the
Silk Association of Great Britain and
Ireland in its application for the re-
tention of the silk and rayon duties.

The Council of Sheffield Chamber of
Commerce passed a resolution in fa-
vour of retaining the McKenna and
Safeguarding duties, and stating, "The
absence of any definite statement of
policy on the part of the Government
regarding the import duties is under-
mining confidence and is having



LOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

Taking Cargo on through Bills of Lading to Flume, Genoa, All Italian, Adriatic, Levant, Black Sea and Danube Ports. Taking Passengers to London Overland via Brindisi, Venice or Trieste

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
M.V. "ESQUILINO"	Mar. 7	Mar. 7
M.V. "COL DI LANA"	Mar. 20	Mar. 20
M.V. "ROMOLO"	Apr. 10	Apr. 10
S.S. "FIUME"	Mar. 19	Apr. 26
S.S. "VENEZIA"	Apr. 2	May 11

* Cargo steamers only.

All dates are subject to alteration without notice.

For Freight and Passages apply to—
Queen's Building, DODWELL & CO., LTD., Agents.
Tel. C. 1030.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM \$83 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Sunday, 9th March.
TAIYO MARU	Wednesday, 2nd April.
TENYO MARU	Friday, 11th March.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Friday, 11th March.
YOKOHAMA MARU	Friday, 11th March.
MISHIMA MARU	Friday, 11th March.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 8th March.
HARUNA MARU	Saturday, 22nd March.
KAMO MARU	Saturday, 22nd March.
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 28th March.
TANGO MARU	Wednesday, 28th March.
AKI MARU	Wednesday, 28th March.
BOMBAY via Singapore, Penang, & Colombo.	Monday, 11th March.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Saturday, 6th April.
GINYO MARU	Saturday, 6th April.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Monday, 10th March.
KAWACHI MARU	Monday, 10th March.
NEW YORK, BOSTON via Panama.	Friday, 14th March.
↑ TAKEYO MARU	Friday, 14th March.
↑ MAYEASHI MARU	Wednesday, 19th March.
LIVERPOOL via Port Said, Constantinople, Genoa.	Thursday, 20th March.
↑ LYONS MARU	Thursday, 20th March.
CALCUTTA via Singapore, Penang & Rangoon.	Sunday, 9th March.
↑ HAKODATE MARU	Sunday, 9th March.
SHANGHAI, KOBE & YOKOHAMA.	Wednesday, 12th March.
↑ RANGON MARU (Kobe direct)	Wednesday, 12th March.
↑ MATSUYE MARU	Wednesday, 12th March.
KASHIMA MARU	Monday, 17th March.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292, 3821 and 3897. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	Tuesday, 18th March.
AMAZON MARU	Tuesday, 18th March.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	Friday, 21st March.
LAPLATA MARU	Friday, 21st March.
BOMBAY—Via Singapore & Colombo.	Sunday, 9th March.
CELEBES MARU	Wednesday, 19th March.
MEIGEN MARU	Wednesday, 19th March.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	Monday, 21st March.
CANADA MARU	Monday, 21st March.
CALCUTTA—Via Singapore, Penang & Rangoon.	Tuesday, 18th March.
SUMATRA MARU	Tuesday, 18th March.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	Sunday, 9th March.
ALABAMA MARU (from Shanghai)	Sunday, 9th March.
MELBOURNE—Via Manila, Brisbane & Sydney.	Thursday, 6th March.
SYDNEY MARU	Thursday, 6th March.
MADIAS MARU	Monday, 7th April.
HAIPHONG—Via Hobeih & Pakhoi.	Friday, 7th March, 10 a.m.
MENADO MARU	Friday, 7th March, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.	Friday, 7th March, 10 a.m.
JAPAN PORTS.	Friday, 7th March, 10 a.m.
BORNEO MARU	Saturday, 8th March.
AMUR MARU	Thursday, 18th March.
KEELUNG—Via Swatow & Amoy.	Sunday, 9th March, Noon.
HOZAN MARU	Sunday, 18th March, Noon.
CANTON MARU	Sunday, 18th March, Noon.
TAKAO—Via Swatow & Amoy.	Thursday, 13th March, 10 a.m.
DELHI MARU	Friday, 14th March.
TAKAO & KEELUNG.	Friday, 14th March.
BOURABAYA MARU	Friday, 14th March.

For further particulars please apply to—OSAKA SHOSHIN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

American Express Travelers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in G.\$10, G.\$20, G.\$50, G.\$100, and G.\$500 denominations—bound in a small handy wallet and cost only 1/4 of 1 per cent.

Secure your steamship tickets, hotel reservations and insurance, or plan your cruise or tour through

THE AMERICAN EXPRESS CO., INC.
4 DES VOEUX ROAD CENTRAL,
HONG KONG



SHIPPING SECTION.

DEVELOPMENT OF THE CARGO LINER

RAPID ACTION AND TRANSPORT NOW DEMANDED

THE MOTOR SHIP'S PART

The analysis of the development of the fast cargo liner brings to light a fact which has probably not been very clearly demonstrated before. The low fuel consumption of motor vessels of relatively high power, and the carriage of oil in double-bottom tanks were the chief factors in the increasing construction of cargo ships with a speed of over 14 knots; but it has, perhaps, not been understood that, prior to the beginning of this year, there were only about 70 such motor vessels in service whereas, during 1929, another 30 were added and at the present moment there are nearly 50 under construction.

This rapid growth in the employment of the fast motor cargo liner is a direct answer to those who have questioned whether the vessel of this class is really needed or is a profitable type of ship. It is quite clear that along certain routes higher speed is demanded and already it is evident that in some trades where the many 13-knot to 14-knot vessels have been employed the slower ship of 10 or 11 knots average speed is losing its power of competition and is rapidly becoming obsolete.

The situation is somewhat analogous to that which arose when the oil-engine vessel first made its appearance. At that time such ships were placed on trades which were wholly favourable to oil-engine propulsion, but gradually, as the idea of motor vessels spread, the routes on which they were employed became extended, until to-day practically every trade service is covered by the motor ship. Fast cargo liners are at present engaged on routes where they have particular advantages and where speed is of more importance than in the average service. But this conception of higher speed will gain ground until shippers on all routes will probably demand that their goods be transported to their port of destination more rapidly than has been the case in the past.

It is, after all, but a normal development of present-day life. In every sphere more rapid action and transportation are demanded and there is no reason why the sea should be immune from this necessity. Shippers may, perhaps, regret forces, to which they must submit. On some trades at the present time it would be utterly futile to place a 10-knot or 11-knot ship. Yet a few years ago these very routes were covered mainly by vessels of that type. Where the end will come not even the most experienced shipowner can suggest, but it seems clear that the slow speed steam or motor ship of the tramp class will become more and more restricted in its scope and the fast cargo liner will have an ever-widening field of activity. And in this development, judging by events of the past year, the motor ship will play a dominant part. Several owners have expressed the opinion that a ship with which an average speed of 14 knots can be maintained at sea in good weather represents all that will be demanded for many years to come; but in view of the recent and approaching construction of 15-knot to 16-knot ships it would not be safe to rely too much upon this view.—Motor Ship.

MOVEMENTS OF STEAMERS

The M.V. Esquilino sailed from Shanghai on March 4, and is due here on March 7.

The s.s. Flume sailed from Colombo on March 3, and is due here on March 19.

The s.s. Venezia sailed from Aden on March 2, and is expected here on April 2.

The P. & O. s.s. Kashmir left Shanghai for this port on March 4 at 8 p.m., and is due here on March 7 at about 6 a.m.

The C.P.S. R.M.S. Empress of Australia, R/W Cruise, arrived at Kobe on March 5 (Wed.) at 5:30 p.m., leaves Kobe on March 9 (Sun.) at 7 a.m., and is due at Yokohama on March 10 (Mon.) at 7 a.m.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s. "Iravaddy" are reminded to take delivery of their goods which will be subject to rent after March 7.

Consignees of cargo ex M.V. "Romolo" are reminded to take delivery of their goods which will be subject to rent after March 9.

Consignees of cargo ex s.s. "City of Khios" are reminded to take delivery of their goods which will be subject to rent after March 11.

CHEAP RAIL RATES TO BREMEN

DIVERTING TRAFFIC FROM OTHER PORTS

BRITISH SHIPPING POSITION

In the House of Commons, recently, Mr. Womersley asked the President of the Board of Trade if he was aware that preferential railway rates were being given to goods from the Rhine Provinces to the port of Bremen by the German State Railways; that this was diverting a considerable amount of traffic from the ports of Rotterdam and Amsterdam, and was thereby detrimental to British-owned shipping which used the latter ports and debarked from using the port of Bremen; and whether, in view of the existing trade agreements between Great Britain and Germany, he would inquire into this matter with a view to making representations.

Mr. W. Graham, the President of the Board of Trade, in reply, said:—The German State Railways have for many years given, in respect of goods sent to German ports, preferential rates over goods sent to Dutch ports. I am advised that this practice is not contrary to Germany's existing treaty obligations, as British shipping can trade with Bremen as freely as with Rotterdam and Amsterdam, and a considerable amount of trade with Bremen is at present carried by British ships. I am not clear what detriment to British shipping the hon. member has in mind.

Mr. Womersley.—Is the President aware that an increased subsidy on goods carried on the State Railways has been made recently as against goods carried down the waterway of the Rhine, and that this is having a detrimental effect on the number of ports?

Mr. Graham.—I have no detailed information on that point, but even if the facts were as represented, I should still doubt whether I have any power to interfere. There is nothing in that inconsistent with treaty obligations.

PASSENGER LISTS

ARRIVING

Per s.s. "Taiyo Maru" from Los Angeles, on March 4:—

Miss Genevieve Monsch, Mr. and Mrs. Frank A. Prince, Miss Nello Prince, Master Francis Prince, Mr. Ernest C. May, Mrs. M. M. May, Mr. L. G. Baldwin, Mr. W. F. de V. Skrine, Mr. and Mrs. K. R. Armstrong, Miss Betty Armstrong, Master K. R. Armstrong, Mrs. Roy Bayly, Miss Mildred Elliot, Mr. C. E. Hoffman, Mrs. B. C. Hoffman, Master E. H. Hoffman, Miss Ella Victory, Mr. and Mrs. J. Hillborn, Miss E. M. Thompson, Mr. C. D. Watson, Miss J. B. Wills, Mrs. Dorie Beck, Mr. Gaston Giraud, Mrs. M. P. de Boer, Miss M. L. de Boer, Miss B. J. de Boer, Mr. Alf. Welhaven, Mr. Lee Sun, Mr. E. G. Goldborough, Mrs. M. R. Cruz, Miss M. L. Cruz, Mr. A. Larena, Mrs. J. Larena, Mrs. M. M. Schillerstrom, Mr. T. A. Rivera, Mr. Young Blink, Mr. David de Tagle, Mr. M. Dimaano, Mr. M. Matsutani, Mr. Y. Katow, Mr. R. Meyer, Mrs. L. Eveleigh, Mr. H. M. Webb, Miss D. Quinceon, Mr. G. Pfannstiel, Mr. H. Keyserling, Mr. Sugikata Kire, Mr. Ia Gartenstein.

Per s.s. Sarpedon from United Kingdom via ports, March 5:—

Miss M. Bangay, S. Bourne, Miss I. S. Boyd, Miss J. C. Buchanan, C. C. Black, J. M. C. Basto, Dr. R. A. C. Basto, Mr. and Mrs. C. C. Campbell, Mrs. G. Davies and son, Miss N. Fletcher, Miss V. D. Grove, Miss H. Gaudissant, Mr. and Mrs. P. S. Grant, Miss E. H. Grant, Mrs. E. Grimbale, T. Low, Mr. and Mrs. W. A. Nowers, son and daughter; Mr. and Mrs. J. J. Paterson, Miss E. J. Paterson, Mr. and Mrs. D. J. Purves and daughters, Mrs. E. Palmer, Mr. and Mrs. Stewart and child, Dr. E. G. Waterhouse, and W. Hyde.

MOTOR BOAT SUNK

A collision in the harbour at 8 o'clock last night, resulted in the motor boat Channy 2 being sunk near the Naval Dockyard. She was struck and badly holed by a steam launch and sank within a few minutes. Prompt action on the part of a European Sergeant of the Dockyard Police resulted in the three members of the crew of the motor boat being rescued.

WARSHIPS IN PORT

British warships in port this morning were:—
In Basin of R.N. Dockyard: Tamar, Bridgewater, Salisburgh, North Arm, Bruce, Serapis, West Wall, Petersfield.
In Dock: Serapis, Herald, Liqueur, No. 11, Royal Gunboat.
Wharfedale: Gunboat.
Foreign men-of-war in port were:—Japanese Light Cruiser, Uji; French Gunboat: Argus.

CONSIGNEES.

LOYD TRIESTINO NAV. CO.
NOTICE TO CONSIGNEES.

Motor Vessel,

"ROMOLO"

From Trieste, Venice, Brindisi, Port Said, Suez, Massaua, Aden, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8th March, 1930.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the vessel must be presented to the Underwriter on or before the 19th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 8th inst. at 10 a.m., by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hong Kong, 8th March, 1930.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LTD.

From MIDDLESBRO, LONDON AND STRAITS.

The Chartered Steamship,

"IRRAWADDY"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 21st inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 1st March, 1930.

LADIES' LIFE-BOAT GUILD

The Ladies' Life-Boat Guild, of which Princess Louise Duchess of Argyll is the patroness, and which unites in one body all women who work for the life-boat service, has added three distinguished names to its officers.

The Duchess of Northumberland, who is president of the Alnwick branch of the guild and patron of the Newcastle-on-Tyne branch, has accepted the guild's invitation to be one of its vice-patronesses.

The Marchioness of Londonderry, who is president of the Belfast branch, and Mrs. James MacNeill, the wife of the Governor-General of the Irish Free State, who is president of the Dublin branch, have become vice-presidents of the guild.

England, Scotland, Wales, the Irish Free State, and Northern Ireland are thus now all represented among the officers of the guild.

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UNDER ONE MANAGEMENT

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One ticket One service The utmost in speed and comfort.

CANADIAN PACIFIC

NEXT SAILINGS

TO MANILA	TO THE PACIFIC COAST
E/CANADA 5 P.M. Mar. 9th	E/CANADA .....Mar. 19th
E/RUSSIA 5 P.M. Mar. 31st	E/RUSSIA .....April 9th

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

MARCH SAILINGS

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trotter.]

MARCH

SUN. 9th TUES. 25th

FRI. 14th SUN. 30th

WED. 19th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

MARCH

FRI. 7th SUN. 23rd

WED. 12th FRI. 28th

MON. 17th

For information apply to

KWONG WING CO., Ltd.

87, Connaught Road West,

Phone: Central 893.

RECONDITIONED U.S. LINER

The United States cabin liner

America, which sailed from

Southampton for New York re-

cently, will be completing her first

voyage subsequent to the exten-

sive reconditioning which was

effected during her annual over-

haul. The many alterations and

improvements which have been

made should greatly augment the

popularity of this vessel with the

travelling public.

The interior of the America has

undergone a considerable change.

Her tourist third-class accommo-

dation has been increased; the din-

ing-room enlarged and a smoking-

room added for the comfort of

voyagers in this class. In the cabin class each stateroom has been provided with hot and cold running water, a convenience not generally enjoyed aboard cabin class vessels. All four-berth rooms on A and B decks have been altered and equipped with two beds and a Pullman berth. The tourist third accommodation has been further increased by the assignment of some of the space on E deck formerly occupied by cabin class staterooms.

The tankers which Messrs. Palmers Shipbuilding and Iron Company are to build for the Anglo-American Oil Co. are to be of 12,300 tons each.

BANK LINE LTD.

AGENTS FOR

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF HEREFORD" London, Rotterdam & Hamburg 9th March.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, & BALTIMORE AMERICAN & ORIENTAL LINE

S.S. "CLYDEBANK" 10th March.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" 10th April.

Loading for Mauritius, Reunion, Dalgos Bay, Durban, East London, Algas Bay (Port Elizabeth), Mossel Bay and Capetown.

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P. & O.-British India Apcar and Eastern & Australian Lines

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination
KASHMIR	8,985	10th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,144	15th Mar.	Marseilles, London, Hull, Rotterdam & Antwerp.
*ALFORD	5,273	10th Mar.	Suez, Colombo & Bombay.
RAVALPINDI	16,619	20th Mar.	Bombay, Marseilles & London.
MALWA	10,980	12th Apr.	Bombay, Marseilles & London.
RAIPUTANA	16,668	26th Apr.	Bombay, Marseilles & London.
*BELTANA	—	3rd May	Marseilles & London.

* Cargo only. † Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,000	17th Mar.	Singapore, Penang & Calcutta.
TAKADA	9,649	28th Mar.	Singapore, Penang & Calcutta.
TALAMBA	8,018	30th Mar.	Singapore, Penang & Calcutta.
TALMA	10,000	11th Apr.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*TANDA	6,956	1930	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	4th Apr.	
NELLORE	6,853	2nd May	

* Calls Iloilo, Port Holland & Cairns.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,500	11th Mar.	Moji, Kobe, Osaka & Yokohama.
MALWA	10,980	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	8,233	19th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	21st Mar.	Amoy, Moji, Kobe & Osaka.
*MIRZAPUR	6,715	23rd Mar.	Shanghai, Moji, Kobe & Osaka.
RAIPUTANA	16,668	28th Mar.	Shanghai, Moji, Kobe & Yokohama.
SHIRALA	7,841	31st Mar.	Amoy, Moji, Kobe & Osaka.
*BELTANA	—	6th Apr.	Shanghai, Moji, Kobe & Yokohama.
KIVDER	9,114	8th Apr.	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,938	8th Apr.	Amoy, Moji, Kobe & Osaka.
NELLORE	6,853	8th Apr.	Moji, Kobe, Osaka & Yokohama.
KASHGAR	9,005	11th Apr.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	22nd Apr.	Amoy, Moji, Kobe & Osaka.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers from London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

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ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON, FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 200 feet long.
Work Office: 44, Connaught Road Central, Hong Kong. Tel. Central No. 459.
Shipyards: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 1.
Estimates furnished on application.
Hong Kong, April 1, 1930.

DESCRIPTION OF
H.M.S. RESOURCEDETAILS OF THE NEW FLEET
REPAIR SHIP

TORPEDO WORKSHOP

Mention has already been made of the new Fleet repair ship, H.M.S. Resource, recently completed at Barrow by Messrs. Vickers-Armstrong, Ltd. The following additional details (from Engineering) tend to emphasise some of the interesting features of this unusual ship.

The hull is provided with a deep double bottom, in which is carried about 400 tons of oil fuel for fuelling other vessels, in addition to the fuel supply for the ship's own use. About 100 tons of lubricating oil, 200 tons of distilled water, and 200 tons of feed water can also be carried for the supply of other vessels. A filling system has been installed, with three deck connections on each side, which enable the vessel to be fuelled at the rate of 600 tons per hour. The same system and deck connections are used for transferring oil fuel to other vessels, and similar systems are fitted for handling lubricating oil, diesel oil, fresh water and distilled water.

The store rooms are of sufficient capacity to store the necessary provisions for 100 days, a cold chamber of about 2,800 cub. ft. capacity and a cool chamber of about 1,200 cub. ft. capacity being provided for carrying meat and other perishable stores. The refrigerating plant for these chambers, and also for the magazine, was supplied by Messrs. J. and E. Hall, Ltd. Provision is also made for storing large stocks of steel plates and sections, bulk, bolts, blisks, crucibles, piping, metal, timber, fittings, etc., required for repair work in the vessel's own workshops or on ships alongside.

The officers are accommodated on the main deck aft, in separate single-berth cabins, a large ward room with an adjoining ante-room being provided. Warrant officers have a separate mess-room on the middle deck aft, while petty officers, artisans and crew are accommodated in separate messes on the main and middle decks forward. Separate galleys are provided for the captain, officers, warrant officers and crew. Special attention has been paid to the lighting, heating and ventilation of the vessel, to render her suitable for prolonged service in either tropical or cold climates. The living spaces are ventilated by electric fans supplying air to trunks fitted with punkah louvres.

The weather decks are all completely covered with double awnings and curtains for use in tropical waters, and provision has been made for about 600 men to sleep in hammocks on the weather decks in hot weather. Hospital accommodation, equipped with the latest surgical and dental appliances, is provided for the treatment of both officers and men. A laundry, with a complete outfit of washing and ironing machines, etc., and ample drying-room accommodation, is also provided.

Propelling Machinery

The propelling machinery consists of two sets of Parsons steam turbines with single-reduction gearing, each set comprising one high-pressure and one low-pressure turbine working in series and driving separate pinions which engage with the gear wheel on the propeller shaft. The high-pressure turbine is of the impulse-reaction type, and the low-pressure turbine of the reaction type; an astern turbine, of the impulse-reaction type, is incorporated in each of the low-pressure turbine casings. The total power developed is about 7,500 shaft horse-power.

Steam is supplied, at a pressure of 235 lb. per square inch, by four water-tube boilers of the Yarrow three-drum type, arranged for oil-burning only, and working under the closed stokehold system of forced draught. In addition to the usual auxiliary machinery, which call for no particular comment, electric generating sets with an aggregate capacity of 2,300 kw., are installed for supplying light and power for the ship's requirements, and also for ships lying alongside when necessary.

The installation includes three turbo-generators, each of 500-kw. capacity, constructed by Messrs. Metropolitan Vickers Electrical Company, Ltd., and two 400-kw. diesel-engine driven sets. Three electrically-driven air compressors are provided for general service, with connections to each workshop. They are used for testing condensors, cleaning boiler tubes and operating pneumatic tools. Each set is capable of compressing 600 cub. ft. of free air per minute to 120 lb. per square inch. In addition, there are two electrically-driven air compressors, each capable of supplying 25 cub. ft. to 20 cub. ft. of air per hour, at a pressure of 3,600 lb. per square inch. Two steam-driven hydraulic pumping sets are fitted for operating various hydraulic machines in the workshops; each set has a de-

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livery capacity of 45 gallons per minute at a pressure of 1,600 lb. per square inch. The distilling machinery installed has an aggregate normal capacity of 200 tons per 24 hours, and is arranged in three separate sets, each having two evaporators. The steering gear, which was constructed by Messrs. John Hastie and Company, is of the right and left-hand screw type, operated by a steam engine controlled from the bridge by telemotor gear supplied by Messrs. Brown Brothers and Company, Limited, Edinburgh. The telemotor gear is in duplicate, and hand steering wheels are fitted in the steering compartment for use in the event of a breakdown of the engine.

Workshop Equipment

The most interesting portion of the vessel is, however, the workshops, which are fully equipped with machine and other tools for all classes of engineering work. The light machine shop is provided with sensitive and radial drilling machines, a power hack saw, a cutting machine, a vertical drilling machine of the pillar type, a slotting machine, a number of lathes of from 8 in. to 24 in. centres, tool grinders, a universal milling machine, a small shaper, and a large horizontal drilling, surfacing, boring and milling machine. The heavy machine shop is equipped with lathes of up to 24 in. centres, capable of taking work up to 20 ft. in length between centres.

Other tools in this shop are a vertical boring and turning mill, a horizontal drilling, surfacing and milling machine, a variety of drilling machines, a planer, and a number of gear-cutting machines. The latter include a planer for spur and spiral gears, a combined worm-gear planer, and a universal gear cutter. All the above-mentioned tools are motor-driven, and the heavier machines are served by a travelling crane; a system of runways and travelling blocks serves the lighter machines.

Adjoining the heavy-machine shop is a foundry, fitted up with all the necessary appliances for the production of castings of moderate size. The equipment includes one large and two small cupolas, three crucible furnaces of the tilting type, mould and core ovens, a plate-moulding machine, foam-mixing machine, sand-blast plant, pneumatic sand sifter, pit-cutting machine, band saw and testing machine. Aft of the foundry is a copper-smith's shop, provided with the usual equipment for pipe and plate work, and a grinding machine shop fitted for grinding crankshafts, cylinders, tools, etc.

The grinding shop is also used for a variety of light repetition work, such as the production of condenser ferrules. Other shops which may be mentioned are the electrical shop, welding and cutting shop, plumbers' shop, internal-combustion engine shop, tool room, pattern shop, instrument-repair shop, wood-working shop, and heavy and light plate shop, all of which are well equipped with the necessary tools and lifting appliances.

Lifting Gear

For embarking heavy loads, an electric crane has been fitted on the upper deck forward. This crane is of the hammer-head type, and has been arranged to serve the hatches to the foundry and heavy machine shop. It is capable of lifting a load of 25 tons from a point 15 ft. clear of the ship's side, to the hatches above referred to, and has a vertical lift of 30 ft. above the upper-deck level. It can also lift 15 tons to a point 30 ft. clear of the ship's side, and is arranged to move the load radially, as well as circumferentially, separate motors, rotating with the crane, being provided for each motion.

Two smaller electric cranes are fitted on the side of the upper deck opposite to that on which the heavy crane is mounted, each crane being capable of lifting a load of 3 tons at 120 feet per minute, and of slinging at one revolution in 30 sec.; they can lift a load 15 ft. clear of the ship's side, and 15 ft. above the upper deck level. It may be here mentioned that two embarking ports, or double doors, are provided on the starboard side of the vessel, between the main and upper decks, to enable material or work to be passed directly into the workshops, instead of being taken on deck.

On the after side of the main mast, a heavy derrick is fitted for handling the vessel's power driven boats. Electric

boat hoists, supplied and fitted by Messrs. Harfield and Company, are accommodated in a separate compartment on the upper deck aft. These hoists are capable of exerting a pull of 10 tons direct from the barrel, at a speed of 160 ft. per minute. A two-ton davit is fitted aft for lifting torpedoes on board, and a one-ton davit is fitted on each side forward for the shipment of stores and ammunition. To serve these davits, and for handling the boats on the boat deck, two 2-ton electric winches are fitted on the upper deck, and two on the boat deck; a one-ton electric winch is also fitted under the forecastle deck for shipping stores.

Another 2-ton electric winch is fitted on the upper deck, forward, for pulling the boat trolleys into and out from a covered working space, which is capable of accommodating four 50-ft. motor trolleys for repair purposes. The boat trolleys run on a 3-ft. gauge railway which extends over the full length of the forward part of the upper deck, and the covered working space. All the winches referred to were supplied by Messrs. Harfield and Company. Arrangements have also been made to enclose the after portion of the covered working space temporarily for use as a torpedo workshop, and for this purpose storage is provided for 10 torpedoes, with the necessary equipment for testing, charging, etc.

SHIPS SOLD ABROAD

Mr. W. Graham (President of the Board of Trade), in a written reply to Captain Hall (Sec. Ports, Central), states that 318 vessels, of 676,088 gross tons, were removed from the British Register in 1928 on sale to foreigners, and 336 vessels, of 772,638 gross tons, in 1929.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations taken at the Kowloon tidal observatory under the direction of Dr. Doreber during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

March 6 to 12 1930.

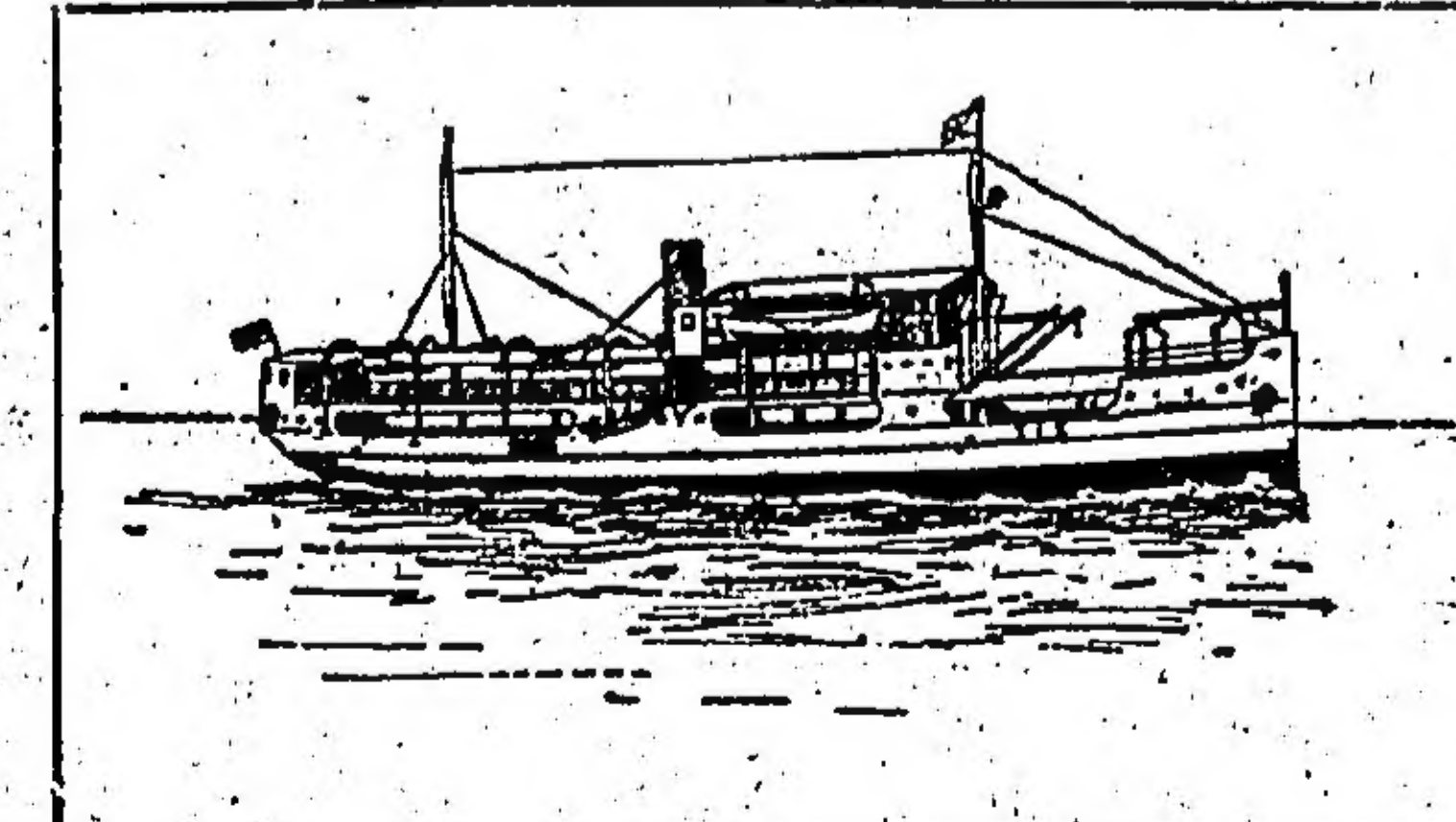
DATE	HIGH WATER	LOW WATER
March	Standard Time	Standard Time
Thurs 6	0 04 6.1	6 40 2.8
Fri 7	0 59 6.3	7 44 2.3
Sat 8	1 44 6.1	8 30 2.3
Sun 9	2 42 6.3	9 33 2.5
Mon 10	3 42 6.3	10 33 2.0
Tues 11	4 44 6.1	11 38 0.9
Wed 12	5 48 6.3	12 47 0.7

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Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

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Plain ribbed legs
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tops in neat de-
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Greys.

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Hong Kong, Thursday, Mar. 6, 1930.

OUR BACHELORS

The lot of the bachelor in the Far East is not a happy one. He may have a small circle of intimate friends and a larger number of acquaintances, but he must remain, if he is a man who does not believe in shouting his sorrows from the housetops, lonely and misunderstood in a melancholy world of his own.

The majority of us are driven into the Far East by a multitude of impulses. It may be merely with the ambition to attain wealth; for it is a common misapprehension of the people at home that the East is like the cavern of treasure which Aladdin found. Aladdin, fortunately for the fairy tale, had not to deal with a fluctuating currency; his lakhs of rupees neither fell nor rose.

Or it may be that some of us are impelled into these regions by the spirit of adventure which animates all healthy Britons. It is possible, although it may be difficult for their fellow Club men to believe it, that this stolid taipan and that self-conscious Government official once pored over maps of the world with as much excitement as possessed Marco Polo. The thrill of the first voyage out still must haunt every man. Yet where is the romance now? Is it to be found in a drive round the Peak, a bathe in Repulse Bay, or a round of golf at Fanling? Even if we do manage to "do it in one" the answer which we must give to ourselves is not an encouraging one. We are merely necessities. Day after day it is the same routine of

office work, of tiresome Bridge parties, of prattling of inconsequential small-talk at the bars of our Clubs. Our brains are not as vigorous as they were; neither, although we are afraid to admit it, are our bodies. Yet we must plod on until we are no longer needed, lesser men than when we first saw Britain slip past at Tilbury Docks, with perhaps a small sum laid by which will enable us to enjoy an inglorious existence of moderate comfort until we die.

Is it worth it? That question must have framed itself in the minds of hundreds who have made their domicile in the Far East. The East gives nothing; it destroys. That is true, although it may sound like a passage from Somerset Maugham. Yet we have as the one consolation the thought that we are necessary. Somebody has got to do the work; why, then, not ourselves?

The married man has a great moral advantage, in spite of all the vitriol poured upon the state of matrimony by embittered celebrities. He is able to share his perplexities with another; he is able to think of someone other than himself; he has an aim in life. The bachelor, unless he is willing to act the part of a fairy godfather, is driven to selfishness. He may be rich, but spending money gives him no satisfaction. Often he is driven to habits of misanthropy and desires nothing better than to be left alone. Or he may be a "good fellow"—one of the unfortunates who are always popular whilst they have means and position. Deep and lasting friendships are rare in this Colony. Each one lives for himself, by himself, with himself. There is little frankness and camaraderie. But the worst of all is the loneliness, even whilst he is surrounded by a host of friends.

A gloomier picture could scarcely have been envisaged even by Dean Inge. Yet there is a remedy. If Hong Kong can be said to be an inhospitable place, the fault is with the inhabitants. Every quarter of the earth has a distinct life of its own, where conditions vary with the environment, but Hong Kong is a British Colony, and it is with the British residents with whom we are concerned in this article. They do not exhibit the best virtues of humanity.

They have all the vices of suburbia. They are narrow and divided among themselves; they are afraid to break through the artificial circle within which they

have set themselves. They have little trust and scant power of sympathy; they are ready to slander and to belittle—and the married ones are often the worst offenders. Let us break down these stupid barriers of reserve and dignity; we shall be much happier if we do. Since we are doomed, some of us, to linger long in this self-selected place of exile, let us endeavour to develop the spirit of fraternity and sportsmanship. We would be astonished by how much we should be the gainers.

News in Brief

The Bank of East Asia, Ltd., announce that they have increased their reserve from \$1,500,000 to \$1,750,000.

The Annual Flower and Vegetable Show under the auspices of the Hong Kong Horticultural Society takes place to-day at the City Hall, commencing at 3 p.m.

Mr. F. L. Parton will speak on "What Theosophy has meant to me" at the usual weekly public lecture of the Theosophical Society, Hong Kong Lodge, Mercantile Bank Building to-day at 6 p.m.

Having had a taste of jail life in January a Chinese, of no fixed abode, was at the Kowloon Magistracy this morning sentenced to six weeks' hard labour for stealing two gunny bags from a house under construction in Kimberley Road.

Convicted on a charge of the attempted theft of a gold ring from a Chinese woman at Portland Street, a Chinese who claimed to be a carpenter, was at the Kowloon Magistracy this morning sentenced to three months' jail with hard labour.

Dr. Teh Yok-chin M.B., B.S., youngest son of Mr. Teh Seow-teng, senior Director of Messrs Chow Kit & Co., Ltd., Kuala Lumpur, has passed his examination in Dublin and obtained the Diploma of Licentiate of Midwifery. Dr. Teh Yok-chin, who will be pursuing further studies in London and Vienna in other branches of medicine, is a graduate from the University of Hong Kong.

Mr. R. V. Meyer has taken over the management of Messrs. N. Lazarus, with which firm he has been connected for many years. Mr. Meyer has had exceptionally wide experience as an optician, and is a Fellow of the Worshipful Company of Spectacle of Ophthalmic Opticians (Eng.) and a Freeman of the City of London. Since his absence from Hong Kong, Mr. Meyer has managed both the Shanghai and Singapore branches of the firm.

Mr. and Mrs. Edgar E. Strother arrived in Hong Kong last Sunday and have taken up residence at St. George's Hotel, Kennedy Road. Mr. Strother having been appointed manager of the Hong Kong branch of Messrs. Millington, Limited, advertising consultants. He is opening an office in the 1st and 2nd floors, Queen's Road Central. Mr. and Mrs. Strother have been residents of Shanghai for over 20 years and have travelled extensively in various parts of China.

**WHY SHOULD MEN
PAY ALWAYS?**

[BY EDGAR MIDDLETON]

THE woman pays. Yes. When there is no man about. When there is, it is another story.

See any two women catching a train or having dinner together. Watch the masterful way in which they get their tickets and order the porter about, or their cool, collected fashion of dealing with the waiter or ordering the meal.

But take either of those two women and put her with a man. Instantly there is a transformation. She is the shy, clinging, timorous little creature unable to stir a hand for herself.

It is he who is left to wrestle with the waiter, or brow-beat the manager because her fish was cold or she thinks that they are not getting sufficient attention. He is left all the unpleasant jobs to do.

She chooses the time and the place; the restaurant, the show and the dance club. He pays.

A few women are worth it. Some are almost worth it. But by far the greater number do not even bother to return the compliment of being entertained by being entertaining. The man does that. The woman takes it as a matter of course.

When two women dine and go to a show together, a popular priced restaurant and the pit are good enough. But when they go out with a man nothing less than a smart hotel and a couple of stalls will do. The evening's entertainment costs him £5.

That the man pays has become a convention—a convenient convention. Only the times have changed. To-day there are almost as many women as men earning a living.

But the convention persists. It will never die. Not so long as woman is woman and man goes on

CHINA & SILVER

Import Duty Not to Be Levied

Nanking, Yesterday.
The authorities state that they have no intention of imposing an import duty on silver.

The Minister of Industry, reporting on the financial situation, recommends, inter alia, the reorganisation of the monetary system, including a change from the tael to the dollar, and prohibition against foreign banks in China issuing notes.—Reuter.

S.M.C. CHAIRMAN RESIGNS

Shanghai, Yesterday.
Mr. Arnold, chairman of the S.M.C., has resigned from the Council, not wishing to embarrass the Council by maintaining his position to the end of the official term. It was reported this evening that one British Councillor may resign so as to allow a defeated American to take his place, in order to maintain the customary American quota of two Councillors.—Reuter.

Ten Years Ago

[From the "China Mail"
March 6, 1920.]

To-day's dollar is worth 5/- 4/4d.

Sergeant "Willie" Shannon of the Hong Kong Police left for Ireland on well-earned leave by the s.s. Fushima Maru this morning. He was given a right royal send-off by his comrades and friends. A deputation of the Hawkers' Guild was also present at Blake Pier, and presented the Sergeant with bouquets of flowers. A great lot of amusement was caused when, on arriving at Blake Pier, Sergeant Shannon was received by a "guard of honour" drawn from the "1st Battalion of Street Coolies," under the command of Sgt. McAuliffe. These men armed with their bamboo poles, were drawn up on either side of the pier, and on the word of command, presented arms very smartly. After inspecting the "guard of honour," Sgt. Shannon boarded the launch and pushed off for ship amidst loud cheering and firing of crackers.

MEN, WOMEN, AND AFFAIRS

Victims Of Chinese Ignorance: Foreign Ladies Kidnapped: The McBride Incident: Talkie Has Far To Go: Magistrate's "Crafty Enemies"

Justice In Chinese Courts

COMMENTING on the statement that "the fair administration and justice exercised by Chinese courts to foreigners of Russian, German, Austrian and other nationalities are too well-known to require explanation," the "Peking and Tientsin Times" says: "The Breitlander case in Canton is, of course, only one of a number of instances in which German Doctors have been the victims of Chinese ignorance. Messrs. Carlowitz's experiences (illegal seizure of goods) have doubtless been shared by many other German enterprises in China. If it were true that the nationals of non-extraterritorial Powers revelled in 'the fair administration and justice exercised by Chinese courts,' and benefited from the removal of their former privileges, the nationals of other countries would not need appeals from Kuomintang propagandists to join in demanding the abolition of extraterritoriality."

Shanghai Kidnappers

THREE foreign ladies were the prey of kidnappers in Shanghai, last week, and in two instances the captives made off with the handbags they had snatched. The first occurred in the afternoon on Ya Kuen Road when a Chinese of the leader class came up behind a lady, who was carrying a walk, and seized her bag, making off on an alleyway.

Later, on Bubbling Well Road, near Hardoon Road, a lady was walking westward when a Chinese came behind her, snatched her bag and made off. The second case occurred in the evening, when a lady suffered the loss of her bag to a Chinese who was soon lost in the crowd. The Police are again warning ladies to hold their bags up under their arms instead of swinging them at arm's length, which unfortunately acts as an incentive to thieving elements.

Sir Miles Lampson

SOME of the points lost in a recent article in the "Central China Post" complaining that Shanghai had been "privileged" in receiving an explanation from Sir Miles Lampson in regard to prospects in connection with extraterritoriality, by the fact that the Minister has since been to Hankow, presumably for a similar purpose. But this portion of the article deserves reproduction. A factor that might be well worth the consideration of Sir Miles is that while the gentlemen he is negotiating with may be imbued with the greatest sincerity, and would not dream of harming the foreigners in their immediate vicinity, they have no control whatever over the coolie element, or even officials in the interior. The present arrest of a European Master Magistrate is an instance. That case is now quiet for the simple reason that it was realized that the Chinese had taken matters into their own hands, and that the British would have been and undoubtedly will be, in a very different matter. Sir Miles concludes his negotiations by suggesting to Chinese clergymen, and if it is now certain, the Home

Government are bent on destroying what it has taken close on a century to build up, the least our Government can do is to be honest with their own subjects with regard to it and give us the warning that is our just due.

Musical Comedy on the "Talkies"

WATCHING a revue on the talkies a few nights ago, I was impressed by the fact as it seems to me, that the talking picture representation of musical comedy has still a long way to go before it can seriously rival the stage production. Solo numbers, in natural colour close-ups, seem to "get across the foot-lights" pretty well, but the chorus numbers, with twenty or more girls, give little or no impression of reality. The features of the performers are quite indistinguishable when reduced to such proportions as will permit of the lens embracing the full width of the stage, although, in fact, the figures on the screen are probably in the neighbourhood of life size.

A Good Magistrate

UNDER the heading "A Good Magistrate" the Chefoo Daily News publishes the following interesting, if rather mystifying, paragraph. The magistrate of Fu Shan-han has put out the following proclamation. They desire: of a magistrate is not merely to change names, but to reform hearts. He does not fear crafty enemies against whom he boldly fights. Abolishing superstition he desires also to be constructive and to change people into schools. To create wise men of ability is to uplift the country. He is not satisfied of strong enemies who invade the country and plunder. Brethren, think, is not this very good? I sincerely hope we shall band together for this work.

A DESPOT'S PLUNDER

Fight for Sultan's £300,000,000 Will

LIKE ARABIAN NIGHTS

Harem Favourites and Princes in Poverty

HUGE OIL INTERESTS

A story which reads like pages from the Arabian Nights, of a five-years' fight by the 13 children and nine surviving widows of Abdul the Damned, the notorious Sultan of Turkey who was deposed in 1909, for a share of his £300,000,000 estate is now revealed.

Greece is reported to be prepared to pay them £10,000,000, and they now hope to get £200,000,000 from Mesopotamia.

The claimants are:—

Prince Selim, Prince Ahmed and Princess Zeli, and their mother Bedriyelek, Abdul's favourite wife;
Prince Abdul Kadir and Princess Naimee, the children of his second favourite, Bidar, who is dead;
Princess Nalle, Prince Nourreddin, Princess Aiche, Prince Abid, Princess Refie, Princess Chadie and Prince Ardurrahim;
Fatima, Behidje, Mouchfika, Nadjie, Suzighiar, Emsalimour, and Peiveste, the Sultan's other wives and their respective mothers; and
Prince Bourhanneddin and his mother, the tenth of the Sultan's wives.

The Sultan was reputed to be the richest man in the world. He reigned 33 years as an all-powerful Oriental despot, and died in prison in 1918.

RICHEST MAN IN THE WORLD

Abdul, in the course of his long reign over the Ottoman Empire, acquired by "gifts" and other means from his "devoted subjects" immense wealth and great estates.

When he was deposed by the Young Turks in 1909, his private fortune, which was then estimated at £5,000,000, and his estates, which brought him a revenue of about £3,000,000 a year, were confiscated.

That property included:
Lands in Thessaly, Greece;
Almost half the province of Salonika;
A large portion of Macedonia;
Extensive holdings in Syria, Mesopotamia, Palestine, and Cyprus;

The island of Tas-os, where an Anglo-German group is developing the zinc deposits; and
The Mosul oilfields.

Post-war treaties compelled Turkey to hand over to Greece certain territories which were once the Sultan's private property. The Mosul oilfields were dealt with by apportionment to companies which included the Royal Dutch Shell, the Standard Oil Company of New Jersey, and the Anglo-Persian Oil Company, as well as the French Government.

The Treaty of Lausanne of 1923, however, provided that the property of Turkish nationals was to be respected by the various countries which took over parts of the Ottoman Empire, and it is this which has led to the developments which are now being disclosed.

50,000 Title Deeds
Abdul Hamid's heirs have always protested that the confiscation of the Sultan's property was illegal, and in their efforts to establish their contention they enlisted the aid of British and American financiers.

First the Anglo-Hellenic Finance Corporation was formed, and then the Valideh Trust, Ltd. More recently these companies have been taken over by the Egean Trust, Ltd., of Westminster, and it is this company which has achieved success.

Its task, however, has been difficult, and it was only after securing the good offices of a French jurist of world-wide repute that the differences between the heirs were composed and a common demand made for recognition.

For five years the negotiations have been in progress. Immense sums have been expended in searching for records of the Sultan's properties, and a collection of nearly 50,000 title deeds has been secured.

In addition the trust has had to find a monthly sum of about £1,000 to enable some of the imperial heirs to live.

Men and women brought up in the Oriental luxury and splendour of the Yildiz Kiosk, the Sultan's palace in Constantinople, and waited upon by slaves to whom their slightest wish was law, have been hard put to it to find enough to eat.

Following the death of their Imperial father and the confiscation of his estates these 22 people, who were the heirs to properties worth £300,000,000, were scattered over Europe and Asia.

These latter circumstances, than the rest found a haven in France; some have tried to exist in Budapest, Hungary, where it is reported that one eked out an existence by driving a taxicab.

The Greek Government, it is now reported from Athens, is prepared to recognize the claims of all these heirs in respect of the territory and other property valued at £10,000,000 acquired from Turkey under post-war treaties, and which formed

part of Abdul Hamid's private estate.

£200,000,000 Oilfields
Once the settlement is made with Greece, the claims in respect of the properties in Palestine, Syria, Iraq, and the Mosul oilfields will be proceeded with. The value of the property in Iraq alone, consisting as it does of oil lands, has been estimated at £200,000,000.

The arrangement between the Sultan's heirs and the Egean Trust is that the latter shall receive 35 per cent. of the value of all properties recovered.

DROP IN SUGAR

Decrease of 74,000 Tons Revealed

Havana, Yesterday.
It is officially stated that up to the present 1,751,000 tons of sugar have been ground, a decrease of 74,000 as compared with the corresponding period of last year.—Reuter.

Tariff Increased
Washington, Yesterday.
The Senate has increased the tariff on Cuban raw sugar to two cents per lb., and has rejected the proposal of direct bounty to domestic sugar growers and manufacturers.—Reuter's American Service.

The British Position
Rugby, Yesterday.
Viscount Elibank, Conservative, in the House of Lords, urged the publication of the report of the Commission which inquired into the condition of the West Indies sugar industry. He complained that the Chancellor of the Exchequer would not state his policy on this question.

Lord Passfield, Secretary for the Colonies, said that he was unable to reveal the secrets of the Chancellor's budget. He could say nothing about the policy of the Government on this question, save to repeat the assurance that so long as the tax on sugar remained there would be no abolition of the preference.

He yielded to none in his estimate of the gravity of the situation in all the sugar producing colonies. Lord Passfield pointed out that the overproduction of sugar throughout the world amounted to between 1,000,000 and 2,000,000 tons.

The difficulties of the West Indian planters were, therefore, not only due to apprehension about the British preference being withdrawn when the Chancellor made his budget statement on April 14. The position was such that it might not be within the power of the Government to find a remedy.

Enormous Gap
There was no hope of persuading the Chancellor to bridge the enormous gap between the world price of sugar and the cost of production in the West Indies and Mauritius. The Government was not only ready but eager to give any assistance which might be practicable to enable the West Indian planters to reduce the costs of production, but there seemed to be little possibility of reducing costs as to enable them to produce at the world price at the present time.

SHAKESPEARE ON THE TALKING FILM

DOUGLAS FAIRBANKS IN "THE TAMING OF THE SHREW"

SPLENDID ENTERTAINMENT

Douglas Fairbanks has done a service to the English drama. He has made Shakespeare live again in the minds of ordinary people to whom the plays were often prosaic and difficult forms of entertainment requiring thought and concentration. The average man and woman who attend a theatrical or film performance do not as a rule wish to think; they wish to be entertained. And Fairbanks, in his film production of the "Taming of the Shrew," now showing at the Queen's Theatre, has created a work of art which retains all the beauty and all the essential ideas of Shakespeare without making them appear dull. Of course, Shakespeare is never, can never be, dull, but to very many people Shakespeare finishes with the class or the lecture room, and is only a glorious memory which they are afraid to drag into consciousness.

In this version of the Bard's immortal comedy, brought to the screen for the first time in the history of motion pictures by Mary Pickford and Douglas Fairbanks, most of the essential dialogue, comedy and striking situation has been left intact throughout the production. This was accomplished by Sam Taylor, the man who directed "Taming of the Shrew" and, before that, "Coquette," which established Miss Pickford as one of the greatest emotional actresses the screen has ever seen.

Human Productive
Taylor succeeded in retaining all the humanness which characterizes Shakespeare's works, and yet enhanced the scope of the play through the medium of the camera.

The story is laid in Padua, and relates the experience of a young man who sets out to win a girl, who is famous for a temper so fiery and a tongue so sharp that no man dares to woo her. Petruchio beats her at her own game (or thinks he does), and, meanwhile, we are treated to the most amusing comedy situations that the screen can offer.

Critics who have seen the "Taming of the Shrew," hail it as an achievement in sound recording, thanks to the innovations supplied by David Forrest, who was responsible for the microphone work on "Coquette."

This Sam Taylor production offers wonderful scenic beauty as well as an absorbing story. The distinguished cast includes a number of Broadway celebrities, Edwin Maxwell, as Baptista; Dorothy Jordan, as the beautiful mild-mannered Bianca; Geoffrey Wardwell, as Hortensio; Joseph Cawthorn, as Grumio, and funny Clyde Cook as the faithful servant Grumio.

A Special Overture
A new departure in the policy of the Queen's Theatre management (and we hope it will be continued) is the appearance of this week of the Theatre Orchestra, specially arranged for the occasion, on the stage instead of being concealed. It is an admirable innovation. The members of the orchestra, seated before an artistic background of gold draped curtains, are given the opportunity to show their skill, and play an overture in a most finished manner, which is followed by a violin and a cello solo (La Cygne). The applause which followed their performance on Wednesday should encourage both Mr. Bakalnikoff, the able conductor, and the management in this splendid enterprise.

In addition to the "Taming of the Shrew," an interesting Fox Movietone News reel is shown, and a colour-tone revue with the latest songs and dances. Tr. O'Neal, who has a rich baritone voice, gives a delightful rendering of "The Trumpeter" supported by a chorus dressed in the uniform of the Foreign Legion. The entertainment at the Queen's Theatre this week is the best that has yet been offered to the local public.

THEFT FROM STEAMER
Two Chinese youths, employed as boiler-cleaners on the Blue Funnel steamer Proteus, lying at H.K. Wharf, were at the Kowloon Magistrate's Court this morning before Mr. Justice charged with the theft of five pieces of fine plating, the property of the ship.

The accused were seen in Wing Wo Street, trying to sell the plating, which was valued at £50. The plating was taken from the steamer Proteus, which was at the wharf at the time. The two youths were charged with the theft of five pieces of fine plating, the property of the ship.

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FRENCH FRONTIERS

The "Iron Wall" of Defence

The construction of France's "Iron Wall" of defence on her eastern and south-eastern frontiers—gun-pits, pillboxes, anti-aircraft batteries, machine-gun nests, concrete trench systems, stores of barbed wire, and ammunition dumps—is proving more costly than the Government anticipated.

President Doumergue has signed a Bill to be submitted to Parliament by the Tardieu Government asking for a supplementary credit of 3,300,000,000 francs (£26,000,000) for a further five years' fortification programme. According to a British United Press correspondent the total cost will have amounted to nearly 5,000,000,000 francs (£40,000,000).

Public Opinion
The majority of public opinion feels that the security of the country against invasion by Germany or Italy will be increased by this belt of fortifications. The General Staff is of opinion that had such a system been available in 1914, the War would not have lasted the length of time it did.

The technical reasons for the vast project are explained at some length in the text of the Bill before the Chamber. "Regardless of whatever opinion we may have concerning the manner of future warfare, we are agreed upon the necessity of preventing an invading army from obtaining control of our mineral resources or our means of communication along the frontier during the early days of the invasion," it is stated.

"It is essential that the troops engaged in holding the frontier in case of an invasion should find a defensive organization, based on dug-outs and batteries, ready to halt the enemy."

Need For Haste
"This should be accomplished in time of peace, and the Government feels that the work should be hastened so that a powerful defensive system will be ready before the declining birthrate is reflected in the number of conscripts to be called to the colours."

The problem of aerial attack in mass is cared for by demanding a separate credit of 400,000,000 francs (£3,200,000) to erect anti-aircraft defences.

The original plans of defence on the frontiers have been changed to adapt the fortifications to the new mechanized warfare of the future.

Included in the plans of fortifications is the construction of narrow gauge railways running toward the frontiers. Even if one is seized by the enemy others will still be available to carry troops, guns, munitions, and to evacuate the civil population.

The huge undertaking has to be carried out without interference in the economic peace of the frontier States, all of whom are highly industrial.

Foreign Labour
The labour shortage in France has compelled the Government to resort to foreign labour. Considerable care is to be taken in the selection of the workmen, since they must necessarily obtain a knowledge of the defence works.

The choice will be made from nations with whom France is least likely to fight. They will be constantly moved to different areas, so that they will never obtain a thorough knowledge of the fortifications they are to build.

According to present intentions, Roumanians will be used. France recently negotiated a labour treaty with Roumania by which 10,000 Roumanian labourers were to be brought to France.

Geographically Roumania is not likely to go to war with France, and the friendly and military connections between the two nations is well known.

BOY MURDERER

Guillotine for Callous Criminal

With a joke on his lips an 18-year-old youth, Joseph Ughetto, was guillotined at Valensole, the murder of five people at Valensole, Paris. His accomplice, named Mucha, aged 17, escaped the capital penalty because of his age. They were both found guilty of a particularly brutal murder, in which they killed five members of one family, including two children. Ughetto had hoped in vain for Presidential clemency, but when he was awakened in the morning by the prison governor, he showed no fear, and said to a warder, "You will see no tears."

He left a letter reproaching his father, who had declared at the trial that his son deserved death. Ughetto wrote that he blamed his father for not being severe enough with him in his childhood.—Central News.

The two Sheffield policemen charged with having committed an offence at the Sheffield University, were charged with having committed an offence at the Sheffield University, were charged with having committed an offence at the Sheffield University.

NEW ADVERTISEMENTS.

MILLINGTON, LIMITED.

ANNOUNCEMENT.

MR. EDGAR E. STROTHER has been appointed representative for the above firm in Hong Kong as from March 1, 1930. He may be consulted regarding advertising in Chinese or English.

Office: Room 211, 1. & C. Bank Building, Queen's Road Central. Telephone—C. 5187. P.O. Box 640.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE
From NEW YORK, NORFOLK, PHILADELPHIA & MARSEILLES.

The Steamship, "CITY OF KHIOS" having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of H.K. Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 11th March, 1930, will be subject to sale.

All Claims against the Steamer must be presented to the Under-Signed on or before 18th March, 1930, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week. No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LIMITED, General Agents.

Hong Kong 5th March, 1930.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Functions
To-day—Tea Dance at Hong Kong Hotel, 4.30 p.m.
To-day—Tea Dance at Peninsula Hotel, 5 p.m.
To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.
To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m.
To-morrow—S.P.C.A. Fancy Dress Ball, Peninsula Hotel, 8 p.m.
March 8—Old Bedfordian Dinner, Hong Kong Club 8 p.m.
March 14—Volunteer Corps Battery Dinner, Headquarters.
March 21—Institution of Engineers and Shipbuilders, Dinner, 8.30 p.m.
March 21—Dance, Peak Club.

Entertainments
To-day—Queen's Theatre, "Taming of the Shrew."
To-day—Star Theatre, "Caught in the Fog."
To-day—World Theatre, "The Winning Daughter (Chinese Picture)," at 2.30 and 7.15 p.m.; "Love" at 5.15 and 9.20 p.m.
To-day—Majestic Theatre, "The Heart of a Poetess Girl."
To-day—Helena May Institute Concert, 5.30 p.m.
March 22, 25, 26 (matinee), 27, 28, and 29—A.D.C.—"And So To Bed," Theatre Royal.

March 8—St. John Ambulance Brigade Concert (St. Joseph's College Division) at St. Joseph's College Hall, 7.30 p.m.
Home Mail
To-morrow—Inward from Europe via Siberia (Harura Maru); Outward for Europe via Siberia (Sarpedon), 8.30 p.m.

Sports
See Special Sports Diary on page 9.

Lammerts Auction
To-morrow—At Sailor's Home, West Point, household furniture, at 10.30 a.m. and 2.30 p.m. respectively.

Meetings
To-day—Hong Kong Football Referee's Association Meeting, 5.30 p.m.

To-morrow—Victoria Bloccian and Missionary Association Meeting, Cathedral Hall, 5.15 p.m.
March 10—Union Waterboat Co. meeting of shareholders, Dogwell & Co.'s office, 11 a.m.

March 12—Hong Kong Electric Co. shareholders' meeting, 11 a.m.
March 22—Hong Kong Realty & Trust Co., Ltd. meeting, Exchange Bldg., 11.30 a.m.

March 26—Sixty-first general meeting of Hong Kong Fire Ins. Co., Ltd. Messrs. Jardine's Office, noon.

Miscellaneous
To-day—Annual Show of Flowers and Vegetables, City Hall, 2.45 p.m.
March 8, 12, 20, 27, April 5, 10, 17, 24, 31, May 7, 14, 21, 28, 1930—Museum of Modern Art, 100, Queen's Road Central.

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Columbia

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5678	Satisfied	"
	Oh, Ya, Ya	"
5674	Loveable and Sweet	"
	The House That Jack Built	"
5679	She's So Unusual	"
	Sunnyside Up	"
5630	My Wife is on a Diet	"
	Doll's House	"
5626	Mother Goose Parade	"
	Tondeleyo	"
5519	Empty Hours	"
	Thirsty For Kisses	"
5502	Um-Tcha Da Da	"
	Blue Days Are Over	"

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OVERLAND CHINA MAIL.
LOCAL NEWS, CHINESE NEWS,
and all the NEWS.
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the trouble of writing Home.*

China is once again in the throes of civil war, the war lords in the North evidently being determined to oust Marshal Chiang Kai-shek by hook or by crook. Heavy fighting has been reported, but negotiations are still in progress by which it is hoped to prevent the spread of the ferment on a big scale. In any event the history of the whole trouble is faithfully chronicled in this week's OVERLAND CHINA MAIL.

Locally great interest has been manifested in the annual and extraordinary meetings of shareholders in the Hong Kong, Canton and Macao Steamship Company, Limited, at which differences were aired regarding the farming out of the Company's business. The proceedings were animated throughout and resulted in the Directors being outvoted, but a poll has been demanded. A verbatim report appears in this week's OVERLAND CHINA MAIL.

Owing to exceptional foggy conditions at sea quite a number of shipping mishaps, fortunately none of a serious nature, have been chronicled during the week. These will be found in this week's OVERLAND CHINA MAIL.

Education again is featured, both St. Stephen's College and King's College having their annual Speech Days and distribution of prizes, full reports of which appear in the OVERLAND CHINA MAIL.

The annual meeting has been held of the Kowloon Residents' Association, a body which has an appeal of its own both to local residents and those at Home on leave. An account of the meeting is published in the OVERLAND CHINA MAIL.

The annual Race Carnival has come to an end after a record breaking meeting. Results of the fifth day, together with special reports of all other forms of sport, will be found in this week's OVERLAND CHINA MAIL.

Letters to relatives and friends in other parts of the world frequently fall to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of \$3.55 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studio appeal to people with any interest whatsoever in Hong Kong, and many letters from Home, Australia,

and Canada testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

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ALL QUIET ON THE KWANGSI FRONT

**CHANG FA-KUEI SAID TO HAVE
FLED TO KWANGCHOW**

END OF THE WAR?

Canton, Yesterday.
General Lam Shi-ching informed pressmen that the present situation at the Kwangsi front was very quiet. The Government forces are still on the south of Dai River awaiting the enemies. Chang Fa-kuei has been reported to have fled to Kwangchow Bay. At present, the defence duty at Wuchow is in the hands of the Brigade under Brigadier-General Wong Yin-tsing, the militia and the gendarmes. Condition there is tranquil. C.I.C. Chan Chai-tong, Chun Shiu-liang and Lu Woon-yim are all in Wuchow.

Normal Order Restored

At the weekly memorial service held by the Provincial Government, which Reconstruction Commissioner Tang Yin-wah, Education Commissioner Kam Tsang-ching, and a number of others attended Mr. Hu Sung Ching Commissioner of the Civil Affairs Department, presiding, stated that in regard to the military situation, the various districts in Southern Kwangtung had been already recaptured and normal order restored, whilst the campaign in Kwangsi was proceeding so favourably that the end of the warfare was not far away.

Concerning the economic side, Mr. Hu declared that the Provincial Government had decided upon a plan for the collection of revenues and house rent to aid the redemption of notes. As regard the one dollar notes, the Central Bank had opened five offices for redemption purposes. Concerning the Northern situation, Commissioner Hu said in conclusion that measures had been decided upon by the third Plenary meeting to cope with Yen Hsi-shan and that a fundamental settlement would be brought about in due course.—Canton News Agency.

FRENCH POLITICS

**Financial Problem the
Main Feature**

NO PARTY TRUCE

Paris, Yesterday.

The Council of Ministers has approved of the Ministerial declaration, which states that the Government remains faithful to the general policy of the previous Tardieu Government, and emphasises that the financial problem dominates home politics, necessitating, firstly, the maintenance of a policy of budgetary equilibrium and amortisation, which saved France four years ago, and secondly, stimulation of the working energies of the nation at a time when a world crisis of over production is reacting on France.

The Government regrets that a party truce has not been agreed to, but declares its determination to carry out the programme, whatever the difficulties.

The Council has nominated the delegation to the Naval Conference, namely, M. M. Tardieu, Briand, Dumesnil (Minister of Marine), Pietri (Minister for the Colonies), Fleuriot (the Ambassador), and Kerguelen, the president of the Senate Naval Committee.—Reuter.

Vote of Confidence

Paris, Yesterday.

The Chamber passed a resolution giving confidence in the Tardieu Government by 316 votes to 260.—Reuter.

GREEK TREATY

**Agreement with China
Ratified**

Nanking, Tuesday.

Minister Kuo Lu in Paris cabled yesterday that the new Sino-Greek Treaty was ratified by the Greek Parliament.

The American Minister, Mr. Johnson, having been entertained by Dr. C. T. Wang, will be Minister Sun Fo's guest to-night and of Mr. Hu Han-min, Dr. Wang Chung-hui, presidents of the Legislative and Judicial Yuan, tomorrow.—Canton News Agency.

MISSIONARY KILLED

Nanking, Yesterday.

According to a report of the three Finnish women missionaries in Kiangsi who have been kidnapped, one was killed.

The Foreign Ministry has telegraphed to the Kiangsi Provincial Government asking for fuller information.—Canton News Agency.

FIRE CRACKER NUISANCE

**FIRM ACTION BY POLICE AT
LAST**

NOTICES DISREGARDED

The fire cracker nuisance, and the disregard of police notices issued for the purpose of abating it, were points raised by Mr. D. Burlingham, Divisional Superintendent of Police, Kowloon, at the Kowloon Magistracy this morning, when he prosecuted 33 Chinese (men and women) of the Tsimshatsui district, for firing crackers during prohibited hours after the Chinese New Year.

All the defendants, but three, admitted the offence and were fined \$2 each.

Privileges Abused

Mr. Burlingham stated that at the Chinese New Year it has been a custom for the past years to give the Chinese certain privileges. Notices were posted up in all districts to notify the residents of the specified times granted for the firing of crackers. Paper handbills of the same in nature were sent round in hundreds to the shops and various other places, but Mr. Burlingham pointed out, these handbills had been entirely disregarded for the past two years. Last year the Police did summon a few, but this year the Police took more rigorous steps, and next year they would like still more.

Numerous Complaints

He had received numerous complaints about the cracker nuisance, specially from inhabitants who had children, and from those who could not get their sleep through being disturbed by the continuous firing of crackers.

Concluding, Mr. Burlingham said that the Chinese this year were given latitude as to the time within which they were allowed to fire, but this might, probably have to stop next year, when the Police would make them adhere to specified times only.

The three defendants, who pleaded not guilty, were discharged, Mr. Burlingham concurring with the Magistrate in the view that they would never find out who did fire the crackers.

One of the discharged men stated that he was not a "joss" worshipper and, therefore, he could not have fired crackers at all. Another said that a man who lived with him in Nathan Road fired the crackers, but he had since run away, being financially embarrassed by house rents!

STOOL AS WEAPON

**Tea Shop as a Rough
House**

Fines amounting to \$22, with alternative prison terms of 32 days, were imposed on each of two Chinese carpenters who were convicted by Mr. Whyte-Smith at the Kowloon Magistracy, this morning, on a charge of assaulting a fellow-worker.

The fight arose in a tea house in Lai-chikok Road over a debt, ending up in the street, where the accused were seen hitting the complainant over the head with a broken stool. The latter had to be sent to hospital where he was detained for two days. The tea house itself was transformed into a "rough house," and in the scuffle between the men, stools were broken and a marble slab on a table was cracked in halves. The damage amounted to \$20.

BIG OPIUM HAUL

**\$80,000 Worth Found on
a Launch**

Raw opium estimated to be worth \$80,000 was seized yesterday morning by Revenue Officers and Police. The haul was made from the armed Chinese launch Tung Hang which ran ashore in a thick fog at Ha Wa Min, near Lama Island, on Tuesday night. Her plight was first noticed by a Hong Kong Police launch, and assistance was sent for.

Revenue men and Police went off to the steamer yesterday morning, and after a search, discovered 83 cases, each containing about 100 lb. of raw opium.

The vessel and its "cargo" were escorted to Hong Kong, and the opium was removed ashore. The boat, which has since been released, is described as belonging to the Anti-Opium Bureau of the Canton Government. Members of the crew state that they left Canton on Sunday for Swatow, to where the opium was consigned. The opium is being held at the Import and Export Office.

Sir Thomas Beecham has accepted an invitation to conduct during the operatic festival known as the Cologne Festival, from April 21 to May 4.

Kenneth Lucas, aged about 27, of Watford-way, Hendon, N.W., was found dead hanging from a beam inside a nearby coffee stall when it was opened.

SNATCHING PEST

**Narrowly Escapes the
Birch**

CAUGHT IN TIME

For attempting to snatch Mrs. Alice Bolton's handbag whilst she was walking along the path through the Happy Valley recreation grounds, a Chinese named Lau Yui was this morning sentenced to six months' hard labour by Mr. R. E. Lindell.

In passing sentence his Worship said that he was sorry that the accused did not succeed in getting Mrs. Bolton's bag as then he would have had a sound thrashing for it besides the jail term. He could not order the birch for an attempt.

Lau Hing-chung, a fitter employed by the Hong Kong Hotel Garage, who jumped off a bus and seized the accused as he ran into Morrison Hill Road, was congratulated by the Magistrate, who said that his action was exemplary and in the right public spirit. "You are highly commended."

SIR ROBERT HART

**Inquiry Regarding His
Birthplace**

Mr. Robert Hart Mase (a brother, we believe, of Mr. F. W. Mase, Inspector-General of Chinese Maritime Customs) writes to the Belfast News Letter of January 29:—

In view of the inquiry in your columns the other day as to the birthplace of the late Sir Robert Hart, Baronet (Knight Grand Cross of the Illustrious Order of Christ of Portugal), who adorned the office of Inspector-General of Customs in China for nearly fifty years, I beg to acquaint you that Sir Charles Prestwood Lucas, K.C.B., K.C.M.G., some time Assistant Under-Secretary of State, Colonial Office, mentions in "The Dictionary of National Biography" that Portadown was Sir Robert's birthplace. I may further observe that a small yet fascinating volume from Juliet Bredon's gifted pen, published in 1900, and entitled "Sir Robert Hart: The Romance of a Great Career," contains the following information: "He was born on February 20, 1835, in a little white house with green shutters on Dungannon Street, in the small Irish town of Portadown, County Armagh, and was the eldest of twelve children." Miss Bredon is the daughter of the late Sir Robert Bredon, K.C.M.G., M.D., of Peking, who was a brother-in-law of Sir Robert Hart.

ROUND THE CINEMAS

**"Heart of a Follies
Girl"**

Miss Dove has been a dancer since she was six years old. Inasmuch as film stars ordinarily find little time for athletic dancing as a daily exercise, however, she has to condition herself before each picture that calls forth her talent in this direction.

Before starting "The Heart of a Follies Girl," the star trained by daily dancing exercises for a period of three weeks. In this manner she safeguarded herself against muscular soreness that might otherwise have interfered with her work in the picture.

Larry Kent is Miss Dove's leading man in "The Heart of a Follies Girl," and Lowell Sherman, Mildred Harris, and other notable players figure in the supporting cast.

The picture comes to the Majestic Theatre to-day.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—
Bank, wire 1/5 3/4
Bank, on demand 1/5 5/16
Bank, 30 days' sight 1/5 1/2
Bank, 4 months' sight 1/5 1/4
Credits, 4 months' sight 1/6 3/4
Documentary, 4 months' sight 1/6 1/2

On Paris—
On demand 895
Credits, 4 months' sight 897 1/2
On Berlin—
On demand 35 1/2
Credits, 60 days' sight 37
On Bombay—
Wire 96 3/4
On demand 96 3/4
On Calcutta—
Wire 96 3/4
On demand 96 3/4
On Singapore—
On demand 62 1/2
On Manila—
On demand 70 1/2
On Shanghai—
On demand 78 1/4
80 days' sight (private paper) 71
On Yokohama—
Gold Leaf, 100 fine (per tael) 12.88
Sovereigns (Bank's buying rate) 18 15/16
Silver (per oz.) 8% prem.
Copper Cash Nominal
Copper Coins 3% prem.
Rate of Native In-terest 6% p.a.
Chinese Sub. Coin. 22 1/2% dis.
Hong Kong Sub. Coin Par.

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STOCK	Buy-ers	Sell-ers	Sale	Nom.	Yld.	Last dividend and when paid
Banks.						
Hong Kong Bank	1315	Dec.	Final 21 a/c 1929 ex. 1/71-40.25 Feb. 24, 30
Chartered Bank	...	...	...	10 1/2	Dec.	Interim 7/6 a/c 1929 (free 1/71) Sept. 12, 29
Mercantile Bk., A.S.B.	...	...	...	15 1/2	Dec.	Interim 2 1/2 a/c 1929 (free 1/71) Oct. — 29
Bank of Asia	98	...	...	...	Dec.	\$1 for 1929 Feb. 25, 30
Insurance.						
Canton Ins.	760	...	...	...	Dec.	Final 2 1/2 a/c 1929 (free 1/71) May 23, 29
Union Ins.	397	...	303	...	Dec.	Interim 1 1/2 a/c 1929 (free 1/71) May 24, 29
China Underwriters	1 1/2	...	...	...	Dec.	None
China Fire Ins.	340	...	...	...	Dec.	Final 2 1/2 a/c 1929 (free 1/71) May 24, 29
H. K. Fire Ins.	305	...	305	...	Dec.	Interim 1 1/2 a/c 1929 (free 1/71) Mar. 25, 29
Shipping.						
Douglases	24	...	...	...	Dec.	Last dividend for 1929
H. K. Steamships	...	...	20	...	Dec.	\$1.50 for 1929 Mar. 4, 30
Indo-China (Prel.)	...	...	43	...	Dec.	12% ex. 1/71 on preferred for 1924 and 1925 June 10, 29
Shell Transport	...	...	90 1/2	...	Dec.	Last dividend for 1929 (free 1/71) Jan. 8, 30
Union Waterboats	20 1/2	...	...	...	Dec.	\$1.50 for 1929 Pending
Mining.						
Benguet	6 1/2	...	...	...	Dec.	Interim 20 centavos a/c 1929 Dec. — 29
Kailan Mining Ad. S.	...	...	50 1/2	...	Dec.	Final 1/2 free 1/71 (Coupon No. 25 year 30-32) Dec. 17, 29
Langkat (Comb.)	...	...	18.00	...	Oct.	Last div. for year 31-32
" (Single)	...	...	7 1/2	...	Oct.	None
S'hai Exploration	...	...	1.30	...	Dec.	None
" Loans	...	...	5	...	Dec.	Interim 1/2 a/c 1929 (free 1/71) Dec. 19, 29
Raubs	16	...	...	...	Dec.	Interim 1/2 a/c 1929 (free 1/71) Sep. 30, 29
Tronoh Mines	...	...	21 1/2	...	Dec.	\$1.50 for 1929
Docks, Wharves, Godowns, &c.						
H. K. & S. Wharves	101	103	...	...	Dec.	\$9 for 1929 Pending
H. K. & W. Docks	33	...	...	...	Dec.	Last dividend for 1929
China Providents	5.30	5 1/2	...	...	Dec.	Last dividend for 1929
Hongkew	210	...	...	...	Dec.	Interim T. 2 a/c 1929 Sep. 19, 29
N. Engineering	7.80	...	...	...	Dec.	T. 2.50 for 1929 Feb. 25, 30
Shanghai Docks	125	...	...	...	Apr.	T. 7.50 for year 30-32 July 27, 29
Cotton Mills.						
Ewo Cottons	...	...	...	...	Dec.	Final T. 2 a/c 1929 Pending
S'hai Cotton (old)	83	...	...	...	Dec.	(T. 2.50 old) for half year (T. 1.25 new) 31-32 Nov. 25, 29
" (new)	...	...	...	...	Dec.	(T. 2.50 old) for year 30-32 Oct. 11, 29
Zoong Singa	...	...	...	...	June	T. 2.50 for year 30-32
Lands, Hotels & Buildings.						
H. K. & S. Hotels	12.80	13.00	12.90	13.10	Dec.	Last dividend for 1929
H. K. Lands	54	...	...	...	Dec.	Final 2 a/c 1929 Feb. 19, 30
Shanghai Lands	235	...	...	...	Dec.	Interim T. 2 a/c 1929 July 31, 29
Humphreys	14	...	...	...	Dec.	\$1 for 1929 Feb. 6, 29
H. K. Realities	...	...	8.30	...	Dec.	Interim 30 cents a/c 1929 Aug. 12, 29
Chinese Estates	98	...	...	...	Feb.	\$1 for year 25-29 June 8, 29
Public Utilities.						
H. K. Tramways	30.30	...	30.20	...	Dec.	Final 50 cents a/c 1929 Pending
Peak Tram (old)	...	...	11 1/2	...	Apr.	\$1 on old for year 1929 (on new) 30-32 June 7, 29
" (new)	...	...	0.05	...	Dec.	\$1 for 1929 Feb. 14, 30
Star Ferries	...	...	27 1/2	...	Dec.	Final etc. at 60 (10) for year (cents 12.75 new) 30-32 Dec. 22, 29
China Light	19.30	...	...	...	Dec.	\$2.50 for 1929 Pending
H. K. Electric	...	...	69 1/2	...	Dec.	None
Macao	23	...	...	...	Dec.	Interim 10 cents a/c 1929 Sep. 18, 29
Sandakan Light	4 1/2	...	...	...	Dec.	T. 0.50 for 1929 Feb. 21, 29
H. K. Telephones	10	...	...	...	Dec.	1 1/2% on preference shares Subject to income tax, Feb. 6, 30
China Buses	17.90	...	...	...	Dec.	None
S'por'frations (Ord.)	10 1/2	...	...	...	Sept.	In Liquidation, Pa. 2 for 1923 April 11, 29
" (Prel.)	16 1/2	...	...	...	Dec.	Incorporated in May 1929
Industrials.						
China Sugars	76 c.	...	...	...	Dec.	None
Malayan Sugars	...	...	...	...	Dec.	Final 2 a/c 1929
Cald. Macg. Ord.	...	...	...	...	Dec.	Incorporated in May 1929
" Prel.	...	...	...	...	Dec.	None
Canton Ice	...	...	...	...	July	None
Cement (comb.)	...	...	...	...	Dec.	30 cents on old for 1929 Pending
" (old)	...	...	...	...	Dec.	None
" (new)	...	...	...	...	Dec.	Last dividend for 1929

Sport Columns

HOME FOOTBALL

Wednesday Win Cup Replay

SERIES OF LEAGUE GAMES

London, Yesterday.
After drawing at Nottingham on Saturday in the English Cup, Sheffield Wednesday had little trouble in disposing of the Forest to-day on their own ground, the result being—

Wednesday 3 Notts Forest 1
The semi-final draw thus stands:—

Wednesday v. Huddersfield, on Manchester United ground.
Arsenal v. Newcastle or Hull City on Leeds United ground.

League Matches

Two games were played in the First Division affecting Clubs in the danger zone. Grimsby visited Middlesbrough and shocked the locals by pulling off a four-goal win. Everton, on the other hand, were hosts to Aston Villa and lost a couple of much-needed points by the odd goal in seven.

In the Second Division Blackpool take the lead at the top of the table by a win over West Bromwich Albion by a narrow margin.

Accrington and York drew in the Third Division, but the result affects neither the championship nor relegation.

Scottish Cup

In the replayed Scottish Cup tie Hearts made no mistake in entering the semi-final, licking Dundee by four goals. The result was:—

Hearts 4 Dundee 0
The draw for the semi-final tie, to be played on March 22, has resulted:—

Hamilton Academicals v. Partick Thistle, at Celtic Park, Glasgow.

Hearts v. Rangers, at Hampden Park, Glasgow.

Scottish League

Three games were played in the Scottish League (First Division) and, curiously enough, all ended in draws. Only one of the bottom four was engaged, namely, Airdrieonians, who divided the points with St. Mirren. Hibernians did well to draw with Partick Thistle at Firhill, Glasgow.

League results at a glance:—

ENGLISH LEAGUE

Division I.

Middlesbrough 1 Grimsby 5
Everton 3 Aston Villa 4

Division II.

Blackpool 1 West Bromwich 0

Division III.—North

Accrington 1 York 1

Scottish League

Airdrieonians 2 St. Mirren 2

Partick T. 0 Hibernians 0

Falkirk 1 Clyde 1

—Reuter.

LEAGUE TABLES TO DATE

Division I.

Team	P.	W.	D.	L.	F.	A.	Pts.
Wednesday	28	17	6	5	73	35	40
Derby	31	17	6	9	65	57	39
Manchester C.	31	16	6	9	73	58	38
Blackburn	32	15	6	11	85	70	35
Liverpool	32	14	6	12	68	64	34
Huddersfield	30	14	5	11	47	50	33
Leeds	30	15	2	13	58	44	32
Aston Villa	30	14	4	12	63	61	32
Bolton	32	12	7	13	59	53	31
Liverpool	31	12	7	12	52	61	31
Sheffield U.	32	13	4	15	71	70	30
Manchester U.	31	13	4	14	60	60	30
West Ham	31	12	5	14	64	61	29
Middlesbrough	31	13	3	15	66	69	29
Portsmouth	30	10	8	12	52	51	28
Burnley	31	10	8	13	60	73	28
Birmingham	29	10	7	12	45	45	27
Arsenal	29	10	6	13	48	43	26
Everton	29	8	10	14	56	69	25
Sunderland	29	7	9	13	46	61	25
Grimsby	30	9	6	15	54	72	24
Newcastle	28	10	2	16	53	74	22

Division II.

Team	P.	W.	D.	L.	F.	A.	Pts.
Blackpool	31	21	2	8	77	57	44
Oldham	30	17	5	8	66	34	43
Chelsea	30	14	10	6	54	31	38
Bury	31	16	4	11	63	51	36
Bradford	30	14	7	9	60	52	35
Wolves	31	13	7	11	58	56	33

Division III.

Team	P.	W.	D.	L.	F.	A.	Pts.
Port Vale	30	22	5	3	78	27	49
Stockport	30	20	6	4	80	32	46
Darlington	32	16	4	12	58	59	36
Accrington	31	14	7	10	76	59	35
Sheff. Shields	31	13	7	11	58	53	33
Crowley	29	13	6	10	61	48	32
Chesterfield	29	14	4	11	52	43	32
York	30	8	16	6	47	43	32
Hartlepool	30	11	9	10	55	54	31
Southport	31	9	12	10	56	51	30
Carlisle	31	12	6	13	72	78	30
Nelson	31	12	6	13	44	55	30
Lincoln	30	8	14	8	46	41	30
Tranmere	31	11	8	12	68	64	30
Rochdale	29	11	6	12	58	64	28
N. Brighton	31	11	5	15	50	65	27
Wigan	32	10	6	16	47	63	26
Doncaster	31	10	6	15	43	52	26
Hullfax	33	8	7	18	36	59	23
Wrexham	30	8	7	15	44	61	23
Rotherham	30	7	7	16	48	80	21
Barrow	30	8	3	19	32	77	19

Scottish League

Team	P.	W.	D.	L.	F.	A.	Pts.
Rangers	29	23	3	3	73	24	49
Aberdeen	31	19	5	7	69	49	43
Motherwell	29	17	4	8	69	44	38
St. Mirren	31	17	3	11	64	43	37
Celtic	29	16	4	9	69	37	35
Kilmarnock	30	13	8	9	53	61	35
Partick	30	14	7	9	63	45	35
Hearts	29	12	9	8	60	50	33
Queen's Pk.	33	14	4	15	61	61	32
Ayr	30	13	4	13	55	72	30
Hamilton	28	11	5	12	59	59	27
Clyde	31	9	9	13	51	61	27
Cowdenbeath	28	9	7	12	45	50	25
Dunfermline	29	9	5	15	38	46	23
Falkirk	29	8	11	13	45	54	23
Hibernians	30	7	10	13	38	48	24
Morton	31	8	6	17	57	79	22
Airdrie	29	10	3	16	41	49	23
Dundee U.	30	6	4	20	39	85	18
St. Johnstone	31	4	7	20	30	73	15

Our Sports Diary

LOCAL

Football — To-day — Referees' Association Meeting, 5.30 p.m.

Saturday—Shield Competitions (Junior): University v. Navy; Club v. Eastern; S. China "B" v. Kowloon; R.A.M.C. v. Chinese "A"; Chinese "B" v. Recreio, S. China "A" v. St. Joseph's.

March 11—Football Council Meeting, 5.30 p.m.

Cricket—Saturday—League Division I: Navy v. University; Division II: Police v. H.K.C.C.; I.R.C. v. R.A.O.C.; Friendly—Division I: C.S.C.C. v. K.C.C.; Division II: K.C.C. v. C.S.C.C., C.C.C. v. Recreio.

Sunday—University v. Volunteers, Pokfulam, 11 a.m.

Racing—Saturday—Hong Kong Jockey Club—First Extra Meeting.

Fanling—Hunt—Sunday—Hounds Meet, Race Course, 3.45 p.m.

Tennis—To-day—H.K.C.C. Tournament (weather permitting).

Hockey—Friday—Club v. University II, King's Park, 5 p.m.

Saturday—Kowloon Ladies v. Hong Kong Ladies.

Rifle Shooting—April 20 and 21—Volunteers' annual rifle meeting, Stonecutters.

HOME

Association Football—March 15—Scotland v. England (Amateurs), Glasgow.

March 22—English Cup Semi-Final Ties.

Rugby Football—March 8—Wales v. Ireland, Swansea.

March 15—England v. Scotland (Calcutta Cup), Twickenham.

March 22—Army v. Royal Air Force, Twickenham.

Racing—March 11—Cheltenham Gold Cup.

March 18—N. H. Handicap Steeplechase, Cheltenham.

March 22—Imperial Cup, Sandown Park.

March 28—Grand National, Liverpool.

March 29—Liverpool Hurdle Race; Champion Steeplechase, Liverpool.

Hockey—March 15—Wales v. England.

March 22—England v. Scotland.

March 29—Ireland v. England.

Athletics—March 22—International Cross-Country Race.

Golf—March 25—Oxford v. Cambridge, Hoyalake.

Motor Cycling—March 22—Leeds M.C. Open £200 Trial.

Billiards—February 21 to March 29—Amateur Championship, London.

THE MAJESTIC

Radio Communication Now Available

Rugby, Yesterday.

The Postmaster General announces that the wireless telephone communication to and from the liner Majestic will again be available on her voyage this week, beginning at ten o'clock to-morrow morning and somewhat later on subsequent days and continuing each day for about ten hours. — British Wireless Service.

YEN RESIGNS POSTS

Nanking, Yesterday.

It is officially announced that Yen Hui-shan has resigned all his membership of the Central Executive and State Councils, and his title of Vice-Generalissimo.

The Government is awaiting the report of the committee recently appointed to investigate Yen's activities, before taking action. — Reuter.

"HUMANISING" THE SUBMARINE

EXPERTS DROP QUESTION OF ABOLITION

JAPAN REFUSES TO BUDGE

London, Yesterday.

The naval experts who have been considering the abolition, the humanisation and the limitation of the submarine, have dropped the question of abolition, as it is a matter of policy solely for the heads of the delegations. They have reached agreement in principle, however, regarding the humanisation, to be drafted for the jurists and have postponed the consideration of limitation. It is understood that the Japanese are insisting on a 2,000 tons minimum, as a lighter submarine would be useless on their rough northern coast.

Mr. H. L. Stimson, the chief U.S. delegate, in a statement on the results of the Naval Conference, which seem to be within reach up-to-date, says: "The plan which in essence appears acceptable to America and Great Britain provides for a net reduction of tonnage of the American fleet in capital ships, cruisers, destroyers and submarines (built or building or appropriated for) over 2,000 tons and an even larger reduction of the British fleet. If the vessels authorised, but not commenced, are included in the existing fleets, the amount of reduction will be much greater." He adds that these reductions are, of course, contingent on some of the reductions of the fleets of other Powers. — Reuter.

Polite Greetings

Rugby, Yesterday.

M. Tardieu, the French Premier, has addressed the following telegram to Mr. Ramsay MacDonald, "On resuming the leadership of the French Government, I desire to express to you my cordial good wishes and also to our colleagues of the American, British, Italian and Japanese delegations, and to assure you of the pleasure I shall feel in again participating in our joint efforts for the success of the conference."

Mr. MacDonald has replied, "In the name of all our colleagues I send you our warmest greetings and thanks for your telegram. We look forward with pleasure to the renewal of our collaboration with you in the work of the conference. Before you cross the Channel I extend to you the hand of friendship." — British Wireless Service.

PORTUGUESE CRUISER COMING HERE

SHORT VISIT FROM THE ADAMASTOR

ON WAY TO MACAO

Information has been received that the Portuguese cruiser Adamastor will visit Hong Kong on the 8th or 9th of this month, probably en route to Macao.

The cruiser was built in Orlando as long ago as 1896. She is a vessel of 1,757 tons, with two funnels, and has a crew of 208.

The dimensions of the cruiser are 242.1 x 35.1 x 15.3. The armory consists of two 4.7in. guns (Caret), four 4.1in. (Krupp), four 3 pounders (Hotchkiss), and three machine guns.

Three torpedo tubes (14in.), are above the water, at the bow, and broadside, respectively. The armour plate is 1.4in. and deck plate 2.4in. She has C.T. machinery with two sets of triple expansion and two screws. There are eight cylindrical boilers of 4,000 (forced) horse power, giving her a speed of 18.19 knots per hour. Her coaling capacity amounts to 420 tons.

The Adamastor is employed on Colonial service, and was refitted in 1919-22.

"INNOCENT" THIEF

Sentence of four months' hard labour was meted out to a Chinese, of Shun Tak, at the Kowloon Magistracy this morning when he admitted the theft of a suit of fannels from 905 Canton Road.

When told that he had had a jail term in 1929 for receiving, accused replied: "Oh, yes; I was convicted, although I was innocent."

The Electricity Commissioners have refused the application of Southend Corporation to borrow £60,000 for the installation of a new plant at their generating station.

Henry A. Cull, a 28-years-old boxer, who had taken part in a contest at Watworth, S.E., was found dead in bed at his home in Soho, W., heart failure being suspected.

HAICHING PIRACY TRIAL

INDIAN GUARD SEIZED FROM FROM BEHIND

NO MISTAKE MADE

The trial of Lam Hing and Lam Ming for alleged participation in the attack on the s.s. Haiching on December 8 was continued this morning before his Lordship the Chief Justice, Sir Henry Gollan, and a jury.

Mr. H. Somerset Fitzroy, Assistant Crown Attorney, is for the prosecution, and Mr. C. G. Alabaster, K.C., instructed by Mr. A. el Arculli, is for the defence.

The third engineer, Mr. de Mello, was recalled to the witness box for cross-examination, and, in reply to Mr. Alabaster, he said that he was made to walk up the ladder first so as to be a shield for the pirates in case any one should fire from the top. The pirate behind him phodded a revolver against his back.

None Too Comfortable

Witness admitted that his position was none too comfortable. Coming on deck, he could not help seeing the first prisoner in the Chief Officer's cabin, because it was just at that spot, one of the pirates behind him switched on a torch, and they were walking very slowly at the time. The other time he saw the first prisoner again was when the latter was being dragged to the boat. He had also seen the first prisoner in the engine room. He identified the first prisoner at the Police Station, but the No. 2 man was not paraded for identification, because he was sick at the time and was in hospital.

Re-examined by Mr. Fitzroy, witness emphasised that he had made no mistake, and if the Court wanted proof, his greaser could also testify to what he had seen.

His Lordship: Please confine yourself to the question asked you. Bunker To Stakehold

Mr. F. C. Duxon, the Chief engineer, was then called. He was asked to describe how access could be obtained into the stakehold from the bunker hatch. He said that at the time there were about 60 tons of coal in the bunker, and if the coal was in a sloping position it would be possible for the men to run down it. Witness then described how it was possible for access to be gained.

The last time he saw the Indian guard, Khal Singh, was in the guards' cabin. Khal Singh was lying dead.

Guard's Pistol Stolen

An Indian guard, Bhag Singh, said that on the day in question, he was on duty on the bridge. He came down to the deck at about 12.30 a.m. for a cup of tea, and while he was patrolling the deck, about ten men came up and seized him from behind. The men were armed, and they tore away his revolver; breaking the holster in the process. He was seized near the stakehold entrance, and in his opinion the men must have come out from the stakehold, because other ingress to the deck was closed at the time.

Gained Bridge Safely

Witness said that the other guards who

Science Conquers Aviation Enemy—Fog



FOG—AVIATION'S DEADLIEST FOE, is about to clear before the sun of scientific endeavor. Since last November a series of remarkable experiments and tests have been carried out over the air route between New York and Boston. These tests have been under the supervision of the Airways Division of the United States Department of Commerce which is vitally interested in the serious business of rendering the airways as safe as scientific ingenuity can devise. And aviation cannot be

considered safe until man has overcome the deadly danger of fog, which has been the direct cause of some of the most frightful disasters of the air. The radio light beam now acts as the guiding spirit of the aviator in fog. It is the line over which he flies his ship, and the slightest deviation from his course, either to the right or left, is called to his attention by code signals, sent by the operator who is directing the device. The chief operator is Ralph C. Soney under whose super-

vision the tests were carried out. His station is at Castle Island, where is located the transmitting point of the beam. The terminus of the beam is of course the flying field to insure a safe landing, which in a fog is both dangerous and difficult. When the pilot leaves the field a series of red lights flicker from the giant mast at Castle Island to attract his attention and so direct him to the path of the radio light beam. The beam is carried from the transmitting point to the airport by underground cable. It is quite narrow at the airport, becoming broader as the distance grows and becoming quite narrow again as it nears the terminal point. As the aviator circles over the field he pushes a button and instantaneous contact is made with the transmitting station by radio-telephone communication. This anti-fog device has proved itself simple in operation and effective in results, and it is expected that the same method of making aviation safe from the hazard of fog will be applied over other routes.

LONDON TO PEKING

A Fortnight Spent in a Train

So long as the Far East could not be reached from Western Europe except by a sea voyage of seven weeks, China was a place of exile. The quicker but more expensive Canadian route brought it nearer, but only with the opening of the Siberian Railway could the foreign resident in China feel no longer cut off from the rest of the world. In 1914 London could be reached by the new route in 12 days from Peking and 14 from Shanghai. Foreigners, who formerly had to wait five and seven years, began to run home every other year. The convenience was very valuable for business, for mails and newspapers were carried as quickly as passengers.

The war disturbed the Siberian route, and early in 1916 it took four weeks to go from London to Peking. By 1916 the connection by way of Bergen through Finland was greatly improved and the time from London to Peking was reduced to 16 days. With the appearance of the Bolsheviks traffic stopped altogether. It was resumed about 1924, but most inconveniently because of the difficulty of buying tickets and obtaining visas. However, the Moscow Government was anxious to restore the efficiency of the Siberian line, and to obtain the funds for the purpose from the passenger traffic between the Far East and Europe. By degrees the service was quickened and improved, and in the summer of 1929 the journey between London and Peking was reduced to 12 days, with attendant difficulties removed. One of the few complaints still to be made is that it seems unnecessary to mulct the traveller from China £3 for a telegram to Moscow asking authority for passport visas.

Through Vladivostok

In July the action of the Chinese in seizing the Chinese Eastern Railway—that extension in Chinese territory of the Siberian Railway which gives access to Harbin (Manchuria)—closed direct traffic between China and Russia and suspended the use of the route to Europe. The Russians quickly switched the Siberian trains to the alternative route through the Amur and Ussuri-Railways to Vladivostok. In October the writer left London, and travelling through Berlin, Warsaw, Moscow, and Chita, and thence by the Amur route through Habarovsk, reached Vladivostok on the 13th day. There followed the Japanese steamer to Tsuruga (two days). The whole journey to Peking was completed in exactly 19 days. Travellers to Shanghai were delayed at Kobe, but reached their destination at the same time.

Little time is lost in going to Japan by Vladivostok, and Tokyo can be reached on the 15th day from London. The steamers for Tsuruga wait for the trains twice a week, but for one of the three weekly trains there is no steamer connection and two days must be spent in Vladivostok. The hotel accommodation in that place is indescribably bad and should be avoided by women. The Tsuruga steamers are below the Japanese standard of cleanliness but are otherwise comfortable. Railway travelling in Japan is well organized. Travellers to China have more to endure. In Japan they can choose between steamer from Kobe to

Tientsin and the railway route through Korea to Mukden and so to Tientsin and Peking. By the latter way there are two through trains a day, taking three and three and a-half days respectively from Kobe to Peking. The disadvantages of this route are the higher cost and the numerous changes necessary at Maibara, Kobe, Shimonoseki, whence it is a journey of eight hours by a fast and well-found steamer to Fusan, then rail to Antung (Customs examination) and Mukden, where there is a change to the Chinese train. A new tri-weekly service of Japanese steamers between Kobe and Tientsin is now giving great satisfaction to foreign travellers, and makes the trip in practically the same time as the train, and at half the cost. To catch one of these fast boats may necessitate one or two days' wait in Kobe.

An Alternative Route
An alternative route from Vladivostok to North China is by a Japanese line of small steamers running down the east coast of Korea and touching at Neishin and Gensan, with both of which there is rail connection with Seoul, through which run the regular trains between Tokyo and Peking. The Neishin-Gensan-Seoul line is newly opened, and the steamers have little accommodation and do not sail regularly. If connections were available without delay the journey to Peking could be shortened by two days and much expense saved. For men, travelling alone this route is well worth trying.

CHILD RECALLS FORMER LIFE

ASTOUNDING STORY FROM INDIA

PARENTS MYSTIFIED

Calcutta, Jan.-21.
An astounding story of a child remembering his past life on earth is reported by the Allahabad correspondent of the Calcutta Statesman. The correspondent obtained details of the extraordinary affair from Pandit Ram Gopal Misra, Deputy Collector of Gorakhpur, who verified the facts. The child, a boy aged three, is the son of Ram Charan Mahajan, in Kaurari Village, in Mainpuri District, United Provinces. About three months ago, the boy suddenly began to show a great desire to leave his home, and several times he was found walking on the road at some distance from his parents' house. Asked where he was going, he invariably replied that he was Gopi, a bania of a neighbouring village called Pharia, and was returning there. His parents were even more mystified, says the Pandit, when the child related that Gopi the bania was taking out some coloured powder from his shop for a customer when a snake bit him on his hand, as the result of which he died. The child is said to have added that he had left a wife, son and daughter at Pharia, as well as some treasure buried under his house.

The strangest part of the story is that a "bania" named Gopi actually did die from snake bite about four years ago at Pharia leaving a widow, son and daughter.

Consequently when news of the peculiar behaviour of Ram Charan's son reached there, the bania's widow hastened to Kaurari Village, where she and her children were identified by the boy who insisted on returning with the widow to her home. The widow, who was amazed by the child's actions, besought his parents to let him go with her.

The accuracy of the boy's statement regarding the buried treasure could not be tested as the house mentioned by him had been sold. "However," says the Pandit, "it is reported that the present owner of that house who was very poor before Gopi's death has suddenly grown rich."

DANISH CROWN PRINCE

The s.s. Flonia arrived in Singapore on February 9 with the Crown Prince of Denmark and party. A banquet was given by the Danish community of Malaya at the Europe Hotel.

Wedding Unites Two Royal Houses



Representatives of European royalty participated in all the pomp and splendour which marked the union of Princess Marie Jose of Belgium and Prince Humberto of Italy. (Upper row) King George was represented by H.R.H. the Duke of York, who was the guest of the British Ambassador to Italy. Prince Leopold of Belgium and Princess Marie-Joe of Italy, the bridegroom. (Centre) The bride's father and mother, the King and Queen of Belgium, Prince Humberto, Crown Prince of Italy, the bridegroom. (Centre) The King of Italy, Cardinal-Maffei, Archbishop of Pisa, who officiated at the ceremony. The Queen of Italy. (Lower) The Royal Palace of the House of Savoy, showing some of the vast crowds which assembled recently welcoming home their Crown Prince from his visit to Brussels.

All the pomp and circumstance of the old world were present at the ceremonies which gave Italy a Crown Princess in the person of attractive Princess Marie Jose, daughter of the King and Queen of the Belgians. The ceremony took place in the beautiful Pauline Chapel, and Cardinal Maffei, Archbishop of Pisa, who is a friend of the bridegroom, officiated, assisted by several distinguished clergies. For her wedding to Prince Humberto, the Belgian Princess wore a magnificent wedding dress with a very long court train of white velvet bordered with ermine. Her veil was of priceless Brussels net. Loo was an important feature of her trousseau, and she was presented with some priceless pieces by the people of Belgium, as well as by personal friends and relatives. Accompanying the Princess were the King and Queen of the Belgians, her brothers, Prince Leopold and Charles, and the Princess Astrid.

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SULTANS' QUARREL IN SUMATRA

LIGHT CUT OFF AT WEDDING FEAST

REMARKABLE MARRIAGE

Medan, Jan. 27.

The inhabitants of Tandjong Poera (on the East Coast of Sumatra) witnessed this week the marriage of Sjarif Hasjim Abdul Djaili Sjalfoedin, Sultan of Slak, to the daughter of Tengko Pangeran Embong of Langkat, the sister of his late consort, writes the Straits Times correspondent.

It was a remarkable marriage and I shall never forget the strange impression I received, when I was introduced to the bridegroom, the Sultan of Slak, who appeared to be extremely worried.

Later I understood the reason for his distress—a bitter controversy had arisen over his marriage, between the Sultan of Slak and the Sultan of Langkat, the latter the uncle of the bride and a very rich and powerful man on the East Coast of Sumatra.

I wondered at the time why only gasoline lamps were burning while everywhere in the palace electric lamps could be seen but it was later revealed that the Sultan of Langkat had ordered the supply of current to be cut off, because the power station is his property.

A Question of Prestige

One of the princes told me that the differences had arisen over a question of prestige. The Sultan of Langkat is of the opinion that the Sultan of Slak must visit him first, and the Sultan of Slak declines, because his "empire" is older than that of Langkat. The Dutch Government's officials when they came here first, some sixty years ago, negotiated only with the Sultan of Slak.

At the feast there were only a few distinguished guests. The Sultan of Langkat had given notice to his officials and other people that if they participated in the festival, they would no longer be received at his Court. There was not even a priest in Tandjong Poera, who would officiate at the marriage, and the Sultan of Slak had to employ his own teacher of religion. There were no Dutch officials but this was because the feast was not of an official nature.

The Sultans have a political treaty with the Dutch Government, that they will live in peace and friendship together, and one of the princes told me, that this means a breach of the treaty.

Labour Inspection Conference

Some time ago, a planter from Sumatra in a letter to the Straits Times made a complaint relating to the methods of labour inspection. His objection was that the planter in Sumatra is burdened with regulations, which are of no use to the coolies and make conditions rather worse than better. Since then more attention has been paid to this subject and a considerable improvement in labour inspection has been made.

Employers and employees on the east coast of Sumatra were invited to Batavia to a conference with the Chief of the Labour Office and some of the leading labour inspectors, to discuss the various possibilities of co-operation. This conference has been very successful, for it was generally recognised that an understanding must be reached. The Labour Office laid much stress on the fact that there was no foundation for the belief of unbridgeable differences between the employers' interests and labour inspection, and the employers declared that they would be glad to co-operate if some basis could be found.

Important Changes

One of the most important changes is that in future the inspections will be announced 24 hours beforehand, except for those estates which are suspected for one or another reason. The custom of allowing native interpreters to go around independently to collect complaints from the coolies, which in the past has been detrimental to discipline on the estates, has been abolished. In future, if a coolie complains to the Labour inspector, he will be referred to the assistant concerned and if at the next inspection, it is found that the coolie has not obtained his rights further steps will be taken.

Also in other respects the goodwill of the Labour Office has become evident. It was promised that the recruiting of labour inspectors would be fully reconsidered. Formerly these posts were largely reserved for retired army and navy captains with very little idea of labour problems, but in future, only those with a good preliminary training in this class of work will be employed.

The new instructions have been circulated and the planters' associations have also sent notices to their members that the relations with the Labour Office are on a new footing.

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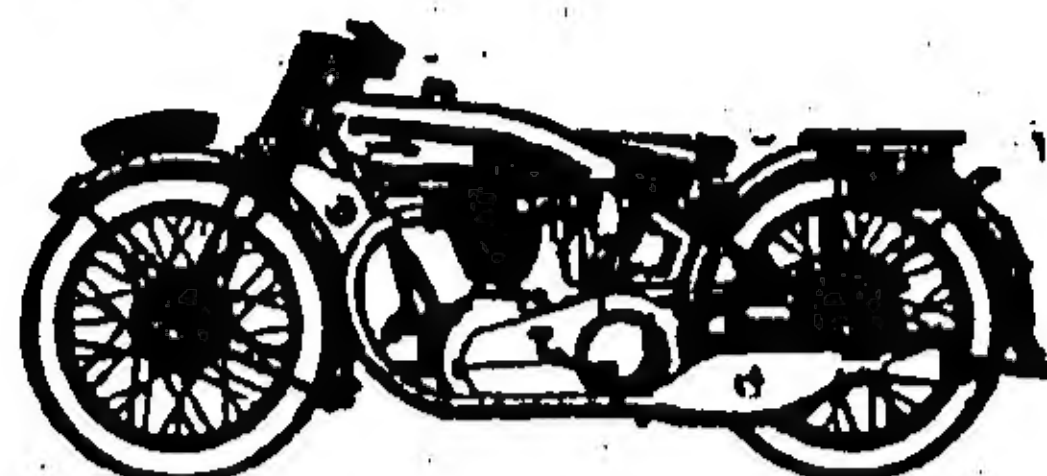
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China Building.

THE MOTORISTS' PAGE

FIRST IN HONG KONG

"1930" BRITISH MOTOR CYCLES



NORTON

MODEL NO. 18 4.90 H.P.

"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON design, including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and Chromium plating.

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THE SINCERE CO., LTD.

SOLE AGENTS.

AGE OF SPEED

Met by New Willys Six Car

This is an age of speed. To-day more than ever before time is at a premium. We see things done more quickly to-day than ever before. Buildings are thrown up almost overnight. Business is transacted rapidly. Every one has a great deal to do and not enough time in which to do it.

This widespread desire for speed is nowhere better reflected than in the manner in which automobile manufacturers have been forced to build speed and power into their products to meet a pressing demand from the public. Heretofore, speed was available in motor cars of high price. To-day every automobile, regardless of price, must be able to demonstrate speed and power if it is to satisfy the public.

The Willys-Overland Company has taken heed of this nationwide demand for speed. Our new Willys Six has had built into it an exceptional power plant. Its engine has been designed by engineers who were vitally impressed with the fact that their efforts must produce an automobile which would give high speeds at low operating costs.

Once it sufficed for a manufacturer of a car in the price range of the new Willys Six to build an automobile with a top speed of 35 miles an hour. The new Willys Six will do 72 miles per hour. In tests it has gone hour after hour on all types of roads at 50 to 60 miles per hour. This is what aviation manufacturers term a cruising speed. It's a good term for the Willys Six, too. It cruises along at this fast pace without labouring, without noise, and with surprising ease and comfort.

Beauty of Line

Willys-Overland engineers in turning out the new Willys Six took into account the fact that the motor buying public wants beauty of line, smart finishings, adequate fittings and equipment with roomy interiors, but more than anything else, it wants a car with a power plant which will give it speed, real power, instantly available, and durability.

The automobile manufacturers are doing their part in supplying rapid transportation to the public. However, speedy cars will be useless if they are forced to travel great distances on badly congested highways with frequent intersections at which they must slow down or stop. The next step and the present greatest need, therefore, is the establishment of a comprehensive, nationwide system of adequate express highways.

These highways must have at least three lanes of traffic in each direction. They must be, in effect, super-highways. They must be more than a mere twenty or thirty or even fifty miles long. They must bridge states and span vast distances, if they are to be effective and meet modern demands. There is no reason why they cannot be built around large centres and big cities, rather than through them. It really behooves our citizens, our municipal, state and Federal officials and interested civic and trade bodies to get eagerly and actively behind a movement which will have as its primary aim the completion of such a network of super-highways.

NEW OIL FOR OLD!

"A few days ago," writes "Focus" in The Light Car and Cyclecar, "a man who takes a great interest in heavy-oil engines told me that it was quite possible to run some types on waste lubricating oil from car pumps. I have since made a number of inquiries amongst experts and I hear that there are actually many engines which are, at the moment, running on sump drainings and which are giving entirely satisfactory results."

"The development is distinctly interesting because the disposal of waste oil from car engines has always been a problem to garages, whilst I feel sure I am not alone amongst owner-drivers in having some difficulty in disposing of it. Maybe now that its possibilities as a useful fuel are demonstrable the time will come when garages will give us a discount of, say, 6d. off a gallon of new oil when they recharge our sumps if we allow them to retain the old lubricant!"

MOTOR CYCLING

Possibilities in China

The motor-cycle and cycle industry is so closely allied to the motor industry that in many cases its production is carried on by the same firms and in the same works. Its activities are nevertheless sufficiently distinct to make it necessary to deal with its position and prospects separately. Within the industry a further sub-division is necessary into (a) motor-cycle and (b) cycle, since the circumstances of these two branches are often widely different.

The production of motor-cycles in recent years is estimated as follows by the British Cycle and Motor-Cycle Manufacturers' and Traders' Union, Limited:—

1907	3,800
1919	65,000
1920	100,000
1921	80,000
1922	60,000
1923	60,000
1924	110,000
1925	120,000
1926	140,000
1927	162,000
1928	144,000
1929	146,000

The figure for the year 1929 must be accepted with considerable reserve, more especially in view of the record-breaking year enjoyed by this industry in the export field. It is probable that when the final results are known this estimate will be substantially exceeded. Last year it was stated that the British industry might be expected to go on from strength to strength in the export of completed machines and parts. The actual fact has exceeded the most sanguine expectations, no fewer than 42,000 motor-cycles having been exported in the first six months of 1929 as compared with 59,000 in the whole of 1928.

Excellence of Product

These very remarkable results have been obtained by the excellence of the product and of the organisation of the industry. Even in the United States the British motor-cycle is in demand, and its dominance has been demonstrated in almost every market. The most outstanding increase in British exports in 1929 was to Australia, New Zealand, India, Austria, Czechoslovakia and Denmark. So far as imports are concerned these are now almost negligible.

The production of pedal cycles continues to show a satisfactory increase. According to the estimate of the British Cycle and Motor-Cycle Manufacturers' and Traders' Union, Limited, figures of production in recent years have been as follows:—

1925	647,000
1926	680,000
1927	680,000
1928	750,000
1929	820,000

Rapid as this increase has been, the volume of British production is only half that of Germany and Japan, and roughly three-quarters that of France. Nevertheless, the enterprise of British manufacturers has made the export figure for 1929 a record in this industry, both in numbers of machines and value of exports.

The most important single market contributing to this excellent result has been British India, though the potential demand is as yet barely scratched in a country of such enormous population, and possessing a reasonable road system. The possibilities of China in the future are even greater if a period of peaceful development should supervene, and the opportunity afforded by the demobilisation of her various armies were to be taken to carry out a big scheme of road construction, as has been seriously advocated. At present the estimated number of cycles in China is only 18,000 for a population of 500,000,000. On the other hand, it must be expected that the proximity of the important manufacturing industry of Japan would provide fierce competition.—Engineering.



A sweeping statement, an all-embracing generality, is either wholly right or at least partly wrong. Always view it with suspicion, whether it is our own or the other fellow's.

We never use one unless we can prove it wholly right beyond all doubt.

The NEW MOBILIL is, regardless of initial cost, the most efficient and economical motorcar engine lubricating oil yet produced — a sweeping statement we can prove wholly right beyond all doubt.

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VACUUM OIL COMPANY

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4769.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4769.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4769.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4769.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4769.
TRIUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.
VAUXHALL.—Lane, Crawford, Ltd.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4769.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4769.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4769.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

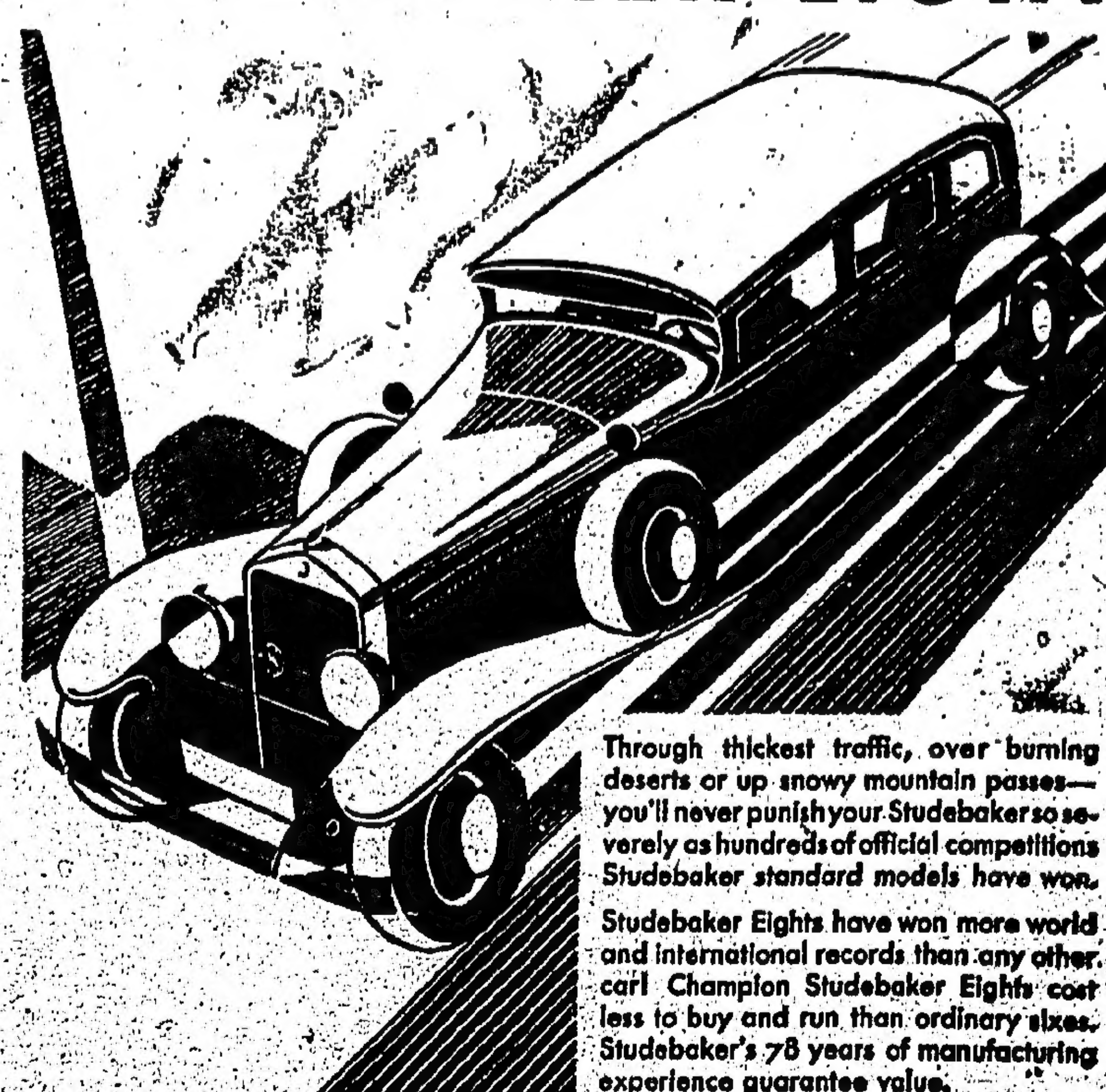
MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4769.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. C. Tel. C.1219.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4769.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.

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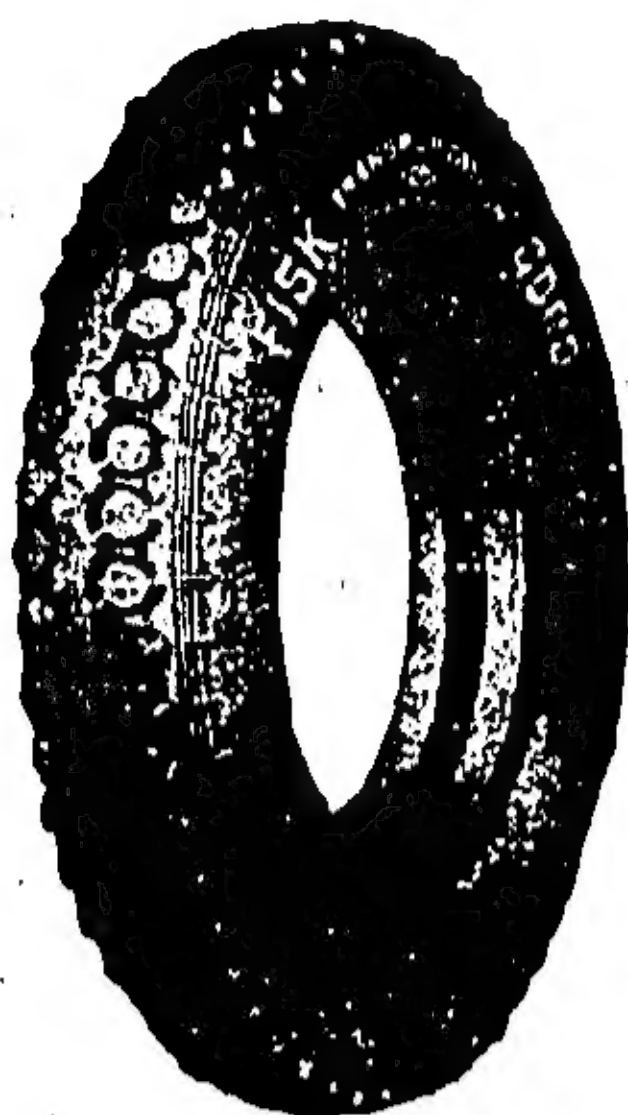
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1930 MOTOR CAR or BICYCLE MODELS.
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THE "CHINA MAIL" MOTORISTS PAGE.
Read every week by the buying public.

NEW DESIGN The Latest Erskine Six Increased Power

A new Erskine Six of completely new design and of greatly increased power is announced by The Studebaker Pierce-Arrow Export Corporation. The new car is known as the Dynamic New Erskine "because of its dynamic appearance, power and performance, symbolising the forceful trend in present day living." According to Studebaker, the new Erskine has more power per pound of weight than any other car of its price. The new Erskine engine is of Studebaker design and manufacture. The Dynamic New Erskine is offered in seven body types. All reflect the general characteristics of the Studebaker Dictator introduced mid-year of 1929, and are marked by smart new colours authoritative of the latest vogue.

Bodies Roomy
Mounted on a wheelbase of 114 inches, the new bodies are exceptionally roomy and are finished inside and out with a fine regard to detail. "Extremely low and graceful lines have been achieved through the adoption of double drop frame construction, which also tends to give the cars an even lower centre of gravity for increased safety and roadability. Clear vision bodies of welded steel over a selected hardwood foundation are of Studebaker's own design and manufacture.

The complete model range includes: 4-door sedan, 5-door sedan with wire wheels, 5-door sedan with wood wheels, 5-

passenger club sedan, 5-passenger regal landau, 2-passenger business coupe, 4-passenger coupe with dickey seat, and a 5-passenger tourer. Save for the business coupe and tourer which are finished in leather, upholstery is in cloth. Extra wheels in front mudguard wells and a folding luggage grid are standard equipment on the regal sedan and landau. These deluxe models have six wire wheels with extra large chrome plated hub caps.

Distinctive Treatment
Sweeping body lines are emphasised by the skilful use of lateral belt mouldings—a new and distinctive treatment of design originated by Studebaker artists—and by gracefully curved windscreen pillars topped by a smart polo cap visor. Wide crown mudguards hang low over the wheels, flanking chrome plated head lamps, and a deep, narrow radiator. Headlamps, of the Tilt Ray type for added convenience and safety, are controlled by switch on the steering wheel. All exterior bright work parts are finished in tarnish-proof chromium.

Every detail of interior finish reflects the fine car quality made possible by Studebaker's huge manufacturing facilities. Seats are wide, deeply padded over coil springs, and scientifically shaped to provide utmost riding comfort. Comfortable arm rests flank rear seats of sedans, club sedan and landau. Ample leg room in rear seats is provided. Silken shades at back and rear quarter windows, as well as dome lamp, heavy tonneau carpet and polished robe and foot rails are provided in the sedans. British type storm

curtains on the tourer may be left in upright position with hood lowered thus serving as a wind break. A curtain compartment is located directly back of the rear seat back in the tourer.

Front seat steering column are adjustable to the driver's convenience and foot pedals are fitted with heavy rubber pads. Steering wheel is of the Husted steel-cored, safety type with comfortable thin grip. Windscreens are full ventilating and are adjustable over a range of 9 inches. Additional ventilation is provided by a cowl ventilator on all models. The windscreen wiper is automatic with concealed mechanism.

The Fittings

Fittings include rear vision mirror; electric locks to ignition—operated by the same key operating doors in closed models, tyre lock on Regal models and rear deck lock on coupes—rear traffic signal lamp combining stop and tail lamp in one compact unit; commodious cowl pockets protected by quick-snap flaps; and the usual instruments including 80-mile-an-hour speedometer, hydrostatic petrol gauge, oil pressure gauge, ammeter and engine thermometer, grouped under glass and indirectly illuminated.

The new Erskines are notable for their brilliant performance, fine roadability and thrifty operating cost. Tests at Studebaker's Proving Ground and on the highways have shown the new car to be a worthy product of the engineering skill which developed such outstanding champions as the great Studebaker President, The Commander and The Dictator.

The new Erskine's power plant is of Studebaker design and manufacture throughout. It is a six cylinder L-head type motor, cast en bloc, with fully machined dome shaped combustion chambers, developing 70 brake horsepower at 3,200 r.p.m. Engine head is removable. Bore and stroke are 3 1/4 by 4 1/4 inches, with a piston displacement of 205 cubic inches. H.A.C. rating is 25.4 horsepower.

Pistons are cast iron with three compression rings above the piston pin and one oil control ring. Connecting rods are 10 1/4 inches long, dropped forged from selected steel. Shimless bearings are babbitted direct to steel. Both pistons and connecting rods are matched in sets for perfect balance.

Motor Smoothness

Heavy drop-forged counter-weighted crankshaft is supported in four main bearings, and statically and dynamically balanced. Crankshaft is drilled for passage of oil to bearings. The front end is fitted with a Lancheester vibration damper which, with the rigid crankshaft design and perfect balance of reciprocal parts, produces exceptional motor smoothness through the entire speed range. The engine is also mounted on rubber which provides a cushion to minimize the transfer of vibration from motor to body and frame.

Camshaft, mounted in four large steel-backed, babbitted-lined bearings, is driven by adjustable silent chain drive. Valves, chrome nickel steel for intake and silchrome steel for exhaust, are operated by mushroom type pushrods and cooled by ample water passage.

One of the outstanding improvements on the Dynamic New Erskine is the new Burgess acoustic silencer which absorbs sound waves without offering any obstacle to passage of exhaust gases. Back pressure on engine is thereby eliminated with no horsepower lost as with the conventional silencer.

Lubrication is by full pressure feed to main, connecting rod and camshaft bearings from gear type pump with screen filter. All points in the motor are lubricated simultaneously. As in other Studebaker engines oil need only be changed at 2,500-mile intervals after 1,000 miles of operation. Oil is kept clean and efficient by an oil filter and pump ventilating system.

No Overheating

Schebler single tube 1 1/4 inch carburettor is equipped with the same spring loaded semi-automatic type of choke developed on other cars of the Studebaker line. It eliminates overheating in cold weather operation. Manifold heating is controlled for seasonal variation in temperature.

Delco-Remy ignition system is used. Distributor is mounted on the right side of the motor and driven by an auxiliary shaft. Distributor head and spark plug wires are waterproofed with rubber caps. Current is supplied by a generator and 90 ampere hour Willard battery. Starter is the Delco-Remy type with Bendix drive. Pull button to start engine is located on fascia.

A fuel pump supplies petrol to carburettor through filter from 11 imperial gallon tank in rear. Hydrostatic fuel gauge is mounted on the fascia. Cooling system has centrifugal water pump mounted on right side of cylinder block and driven by an auxiliary shaft. The tubular radiator is cooled by a four blade fan mounted on an adjustable bracket.

Thermostatic control unit in cylinder head retards water flow until motor has reached warm operating temperature. Capacity

2-3/5 Imperial gallons. Pump keeps water in constant motion circulating 31 Imperial gallons per minute at 40 miles per hour.

Ample Factor of Safety

The improved single plate dry disc clutch is equipped with torsional damper which suppresses vibration and aids in smooth clutch engagement. Gearbox, in the same unit with clutch and motor, has three forward speeds and one reverse. It is designed with an ample factor of safety and is quiet, durable and easy to operate. Main shaft is mounted on ball bearings. Counter shaft gears are forged integrally. Shafts and gears are special alloy steel.

Rear axle is semi-floating with Chrome Molybdenum steel shafts and spiral bevel gear final drive. Timken roller bearings are used at 6 points. Minimum road clearance is 8 3/4 inches. Housing is made from one piece of seamless steel tubing, exceptionally rigid to ensure quietness. Hotchkiss drive is used with balanced tubular propeller shaft.

Front and rear springs are semi-elliptic and are equipped with self adjusting spring shackles. Front springs are 36 inches long and 1 3/4 inches wide; rear springs, 54 inches long and 1 3/4 inches wide. Spring action is controlled by Lovejoy hydraulic shock absorbers, front and rear.

Easy brake action, providing double the margin of safety required by standard codes, has been obtained with mechanical four wheel brakes of internal expanding type. Cable control eliminates rattling of ed with mechanical four wheel brakes of internal expanding type. Cable control eliminates rattling of rods. Brake drums are 12 inches in diameter, 1 1/2 inches wide. Total surface of brake drums is 226 square inches.

Steering is by Ross cam and lever gear, with 15 to 1 ratio, Timken roller bearings in king pins add to ease of steering.

Frame is of double drop design of heavy channel section pressed steel. Side members are 5 1/2 inches deep, with flanges 2 inches wide. Four point motor suspension and strongly braced cross members give exceptional rigidity. Mountings for bumpers are incorporated in frame design. Timken roller bearings are used at all vital points in the chassis.

Wheels are fitted with 5.25 x 19 inches balloon tyres with an actual outside diameter of 30 1/2 inches. Ten spoke heavy artillery wood wheels are standard on all models except closed Regal models and Landau, which are equipped with six wire wheels. Wire wheels are available on other models at extra cost.

"KEEP TO THE LEFT!" How Offenders Would Benefit

"It would be no exaggeration to state," says the Light Car and Cyclecar, "that not half the number of present-day road users make sufficient effort to keep to the proper side of the road. In towns and along main roads in all parts of the country cars, horse-drawn vehicles and cycles are to be seen occupying a great deal more than their fair share of the road, thus interfering with the progress of others and making inevitably congested conditions much more troublesome and irritating than they need be. If the offenders would heed the acknowledged rule of the road and 'Keep to the Left,' they themselves would benefit in company with all other traffic."

"For the tendency for so many drivers to follow a course too far from the kerb our modern wide arterial roads are no doubt largely to blame. They have had the same effect in the United States and the authorities have counteracted it in some districts by the use of continuous white lines even along straight sections. A similar plan will have to be adopted in Britain if drivers cannot school themselves to keep to the left. That it would be helpful is evidenced by the frequent occasions on arterial roads when drivers are seen to have but a very poor idea of the width of their cars; novices are not always the worst offenders in this respect."

ALL KIND
OF CAR
REPAIRS.
FIAT GARAGE
47A, 47B, Des Voeux Rd. C.
Tel. C. 4821



"Be sure to see it"

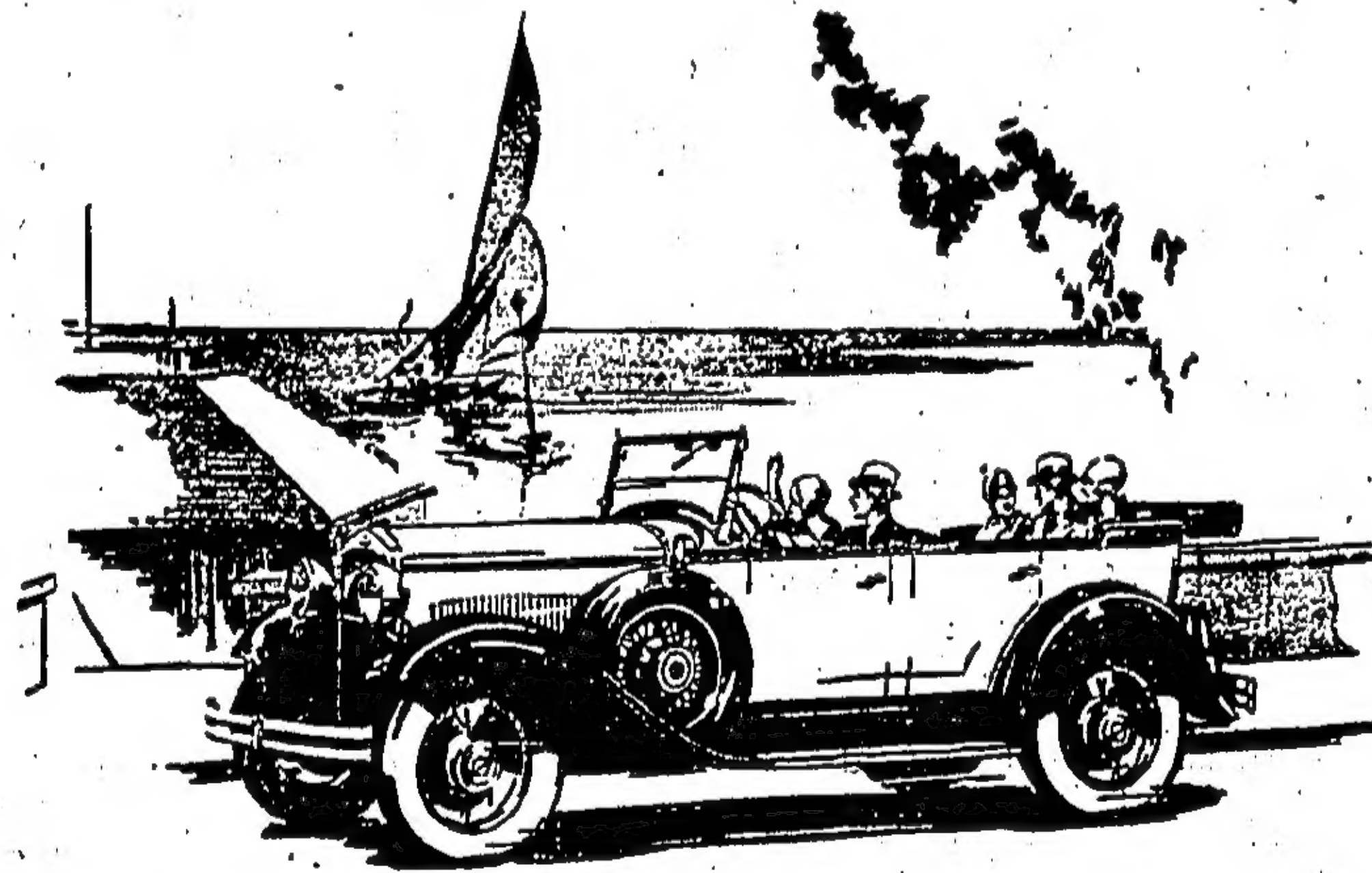
The New BUICK

with New Controlled Servo
Enclosed Brakes

114" Wheelbase Marquette ModelsG\$1,470 to G\$1,600
118" Wheelbase Buick ModelsG\$1,600 to G\$1,940
124" Wheelbase Buick ModelsG\$2,240 to G\$2,275
132" Wheelbase Buick ModelsG\$2,195 to G\$2,890

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.



Strong with the strength of steel



Beneath the beauty of the Dodge Six is strength—the resilient strength that is inherent in steel. Under the sparkling finish and the luxurious upholstery is the all-metal Mono-Piece Body, welded so that it is virtually one piece of steel, anchored inflexibly to the chassis. Elimination of body sills, lowering the center of gravity, and use of a rigid eight-inch frame are factors of safety in this unit construction. Thus is upheld the time-honoured Dodge Brothers reputation for dependability that keeps old friends and that makes new ones for the Dodge Six.

DODGE BROTHERS SIX

CHRYSLER MOTORS PRODUCT

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. C. 5644.

"OVERLAND CHINA MAIL"

SEND IT HOME!

THE WEEK'S NEWS

ILLUSTRATED.

25 cts.

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China Mail

Thursday, March 6, 1930.
Second Moon, 7th Day.

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中華民國庚午年二月初七日

HONG KONG, THURSDAY, MARCH 6, 1930.

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REGULAR AND FAST
FREIGHT AND
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LONDON SERVICE.

"APENAS" 18th Mar. Mils. London, R'dam, & Glasgow
"MENELAUS" 1st Apr. Mils. London, R'dam, & Hamburg

LIVERPOOL SERVICE.

"KREMUN" 20th Mar. Genoa, Havre, Liverpool & Glasgow
"OANFA" 20th Apr. Genoa, Havre, L'pool & Glasgow

NEW YORK SERVICE.

"NELEUS" 7th Apr. For New York, Boston & Baltimore

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"PROTEUS" 8th Mar. Victoria, Vancouver & Seattle
"TALITHYDIUS" 20th Mar. Victoria, Vancouver & Seattle

INWARD SERVICE.

"CALCHAS" Due 14th Mar. For S'hai, Moll, Kobe & Y'hama.
"AJAX" Due 21st Mar. For S'hai, Moll, Kobe & Y'hama.

PASSENGER SERVICE TO SHANGHAI.

"SARPEDON" sails 7th Mar. at 5 p.m.

Also cargo steamers with limited passenger accommoda-
tion at specially reduced fares.

For freight, passage rates and information apply to—

Butterfield & Swire,
Agents.

POST OFFICE NOTICE.

It is notified for information that with effect from February 26 the local currency for radio telegrams to the countries named below will be increased as shown—

Indo-China	\$0.65
Siam	\$0.90
Netherlands East Indies	\$1.10

List of vessels to be expected in wireless communication with Hong Kong Radio to-day:—Suez Maru, Philoctetes, Silver Palm, Antung, Liangchow, Chinhua, Takada, Kine Maru, Glenluce, Yingchow, Kutsang, Ganges Maru, Helikon, Empress of Asia, Fingal, Apcey, Franken, Rangoon Maru, Fulda, Esquillo, Kwangtung, and Kaying.

INWARD MAILS

From	Per
FRIDAY, MARCH 7.	
Japan, Shanghai and Europe via Siberia (London, February 15)	Haruna Maru
Japan and Shanghai	Kashmir
SUNDAY, MARCH 9.	
Manila	President Pierce
Canada (Victoria, B.C., Feb. 15), U.S.A., Honolulu, Japan and Shanghai	Empress of Canada (Ship due on March 9, 5 p.m.)
MONDAY, MARCH 10.	
Australia and Manila	St. Albans
Europe via Negapatam (Letters & Papers, London, February 6)	Afrika
U.S.A. (San Francisco, Feb. 14), Honolulu, Japan and Shanghai	President Jackson
TUESDAY, MARCH 11.	
Australia and Manila	Tai Ping

OUTWARD MAILS

For	THURSDAY, MARCH 6.	Per
Sam Shui and Wuchow	Fook On	4 p.m.
Haiphong	C. G. Mallin	4.30 p.m.
Saigon	Ichang	5 p.m.
FRIDAY, MARCH 7.		
Holhow, Pakhoi and Haiphong	Menado Maru	8.30 a.m.
Wei Hai Wei via Swatow	Kuelchow	9.30 a.m.
Swatow, Amoy and Foochow	Hai Ching	1 p.m.
Shanghai, Dainy and *Europe via Siberia	Sarpedon	3.30 p.m.
Saigon	Telemachus	3.30 p.m.
Tourane	Chung Kong	4.30 p.m.
*Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, *Egypt and *Europe via Marseilles	Haruna Maru (Due Marseilles, April 6.)	

K.P.O.	G.P.O.
Registration .. Mar. 7, 4.30 p.m.	Registration .. Mar. 8, 8.45 a.m.
Letters .. Mar. 8, 9 a.m.	Letters .. Mar. 8, 9.30 a.m.
SATURDAY, MARCH 8.	
Australia (except places North of Brisbane), and New Zealand via Singapore and Brisbane	Kashmir, connections with a.s. Nieuw Holland at Singapore (Due Brisbane, April 1.)
	Registration .. Mar. 8, 9.45 a.m.
	Letters .. Mar. 9, 10.30 a.m.

*Specially for correspondents only.

JAPAN PROTESTS AT COTTON TARIFF

SERIOUS BLOW TO JAPANESE COTTON TRADE
MAY IMPAIR RELATIONS

Tokyo, Yesterday.
Although the Government does not appear to contemplate a formal protest, it is reliably learned that Mr. Matsuda has been instructed to make representations to London concerning the proposed raising of the cotton tariff in India, pointing out, inter alia, that India took 48 per cent. of Japan's cotton textile exports last year, while Japan for the past 20 years took one third of India's raw cotton exports. It is feared, therefore, that the tariff, if imposed, will strike a serious blow to Japan's cotton trade, and, at the same time, serve to impair the friendly relations between Britain and Japan.—Reuter.

BRITAIN'S AIR BASE

Aerodrome to Be Built
Nearer London?

Rugby, Yesterday.
Mr. F. Montague, Under-Secretary for Air, was asked in the House of Commons whether he had considered any scheme for Central aerodrome for London nearer the heart of the city than Croydon. He replied that the matter had been considered by the Civil Aviation Board. On their recommendation, Croydon Aerodrome was retained as the London terminal aerodrome and enlarged and improved. His Department was giving careful consideration to this difficult problem.—British Wireless Service.

PUBLIC TO BE KEPT IN THE DARK

REPORT ON 'RED' PERSECUTION NOT TO BE PUBLISHED
UNDESIRABLE PRECEDENT

London, Yesterday.
In the House of Commons at question time, Mr. Arthur Henderson replied that he had decided not to publish the report of the British Ambassador in connection with the religious persecution in Russia, as publication would create an undesirable precedent and would not be in the interests of the public service. He would, however, publish a translation of the Soviet decree regulating the practice of religion in Russia.—Reuter.
Baptists in Russia
Rugby, Yesterday.
Mr. Henderson emphasised that he was making all the inquiries in his power. Replying to a further question, he said that he had received from the Secretary of the Baptist World Alliance particulars regarding eleven Russian Baptists reported to be exiled or imprisoned in the Soviet Union. He was at present making inquiries into this matter.—British Wireless Service.

A HARBOUR OFFENCE

Charged with making fast their cargo boats to the a.s. Franken, whilst she was under way in Victoria Harbour, without the permission of the master, or of the officer in charge, eleven Chinese women appeared before Comdr. G. F. Hole at the Marine Court this morning. They all pleaded "guilty," and were fined \$15, or two weeks hard labour.

GENERAL SHOT BY SENTRY

ESTHONIAN TOWN UPSET BY FALSE ALARM
CHALLENGE DISREGARDED

Riga, Yesterday.
General Tirvand, chief of the Esthonian General Staff, was severely wounded and his aide-de-camp, Major Ibrut, killed by an over-zealous sentry, Reval, whose challenge they disregarded. The whole town was roused in the early hours by sirens, church bells and, apparently, rifle fire in the centre of the town. The panic was increased by the fact that nobody was able to discover the cause, as all telephones were out of action. Within ten minutes of the alarm every street corner was occupied by members of the Defence Force. It transpired that the alarms were merely intended to test their efficiency. The sentry who fired on General Tirvand and Major Ibrut, apparently had not been warned, and took the alarm seriously.—Reuter.

RUBBER TAPPING

Many Producers in Agreement

Amsterdam, Yesterday.
No further meetings of international rubber interests are expected. Some Dutch producers have asked for a postponement to date from March 5, whereby the approval or disapproval of the proposal to suspend tapping in May may be notified by those who were absent or unable to vote at the meeting on Feb. 19. The British Committee agreed to a postponement to March 29. It was decided that a joint British and Dutch communication should be published then. It is learned that a very large majority of producers has agreed to the decisions made on Feb. 19.—Reuter.

HYDROGRAPHICAL SURVEY

Until further notice a hydrographical survey will be carried on in the harbour.
The survey will be conducted in a series of squares, whose sides will run North and South, East and West. The sides of the squares will be 1,000 feet, except for those squares immediately to the south of Kowloon Point, which will be 500 feet.
The corners of the squares in which work is being carried out, will be marked by sampans flying red flags. Ships approaching should proceed with caution and should endeavour to avoid those squares as much as possible.
Manchester Town Council is to allow sun bathing in one of the city's parks.



JUST A DISMAL SURPRISE!
Isn't it a horrible thing
— just as you're
about to win the pot
with a flush, in pips
the wife, prematurely
from that visit —
that's what a sudden
cold is like — just a
dismal surprise.



STOP YOUR COLD NOW WITH
GUALACOSE

Billie DOVE

The HEART of a FOLLIES GIRL

TO-DAY TO
SATURDAY
at 2.30, 5.30, 7.20 and
9.20 p.m.

Follies of Youth and the
heart of a beautiful star
bared in this intimate and
realistic drama of Broad-
way.

AT THE MAJESTIC Nathan Road, Kowloon.

Showing for the FIRST TIME in Hong Kong.

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AN ADAPTATION
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The King and
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Taming of the shrew

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SAM TAYLOR

ALL-TALKING
COMEDY SMASH!

You'll laugh as
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REVUE

GUS EDWARDS COLOURTONE REVUE
"SONGS OF THE ROSES"

AT THE QUEEN'S FROM TO-DAY
At 2.30, 5.10, 7.15 & 9.20.



JOHN GILBERT
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"LOVE"

AT THE WORLD TO-DAY TO SATURDAY
AT 5.15 & 9.20 ONLY



HOW CROOKED CAN CROOKS BE?
WARNER BROS. PRESENT
MAY MAYVOY and
CONRAD NAGEL
"CAUGHT
IN THE FOG"

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AT THE STAR TO-DAY TO SATURDAY
At 5.30 & 9.20

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WORDS & MUSIC
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